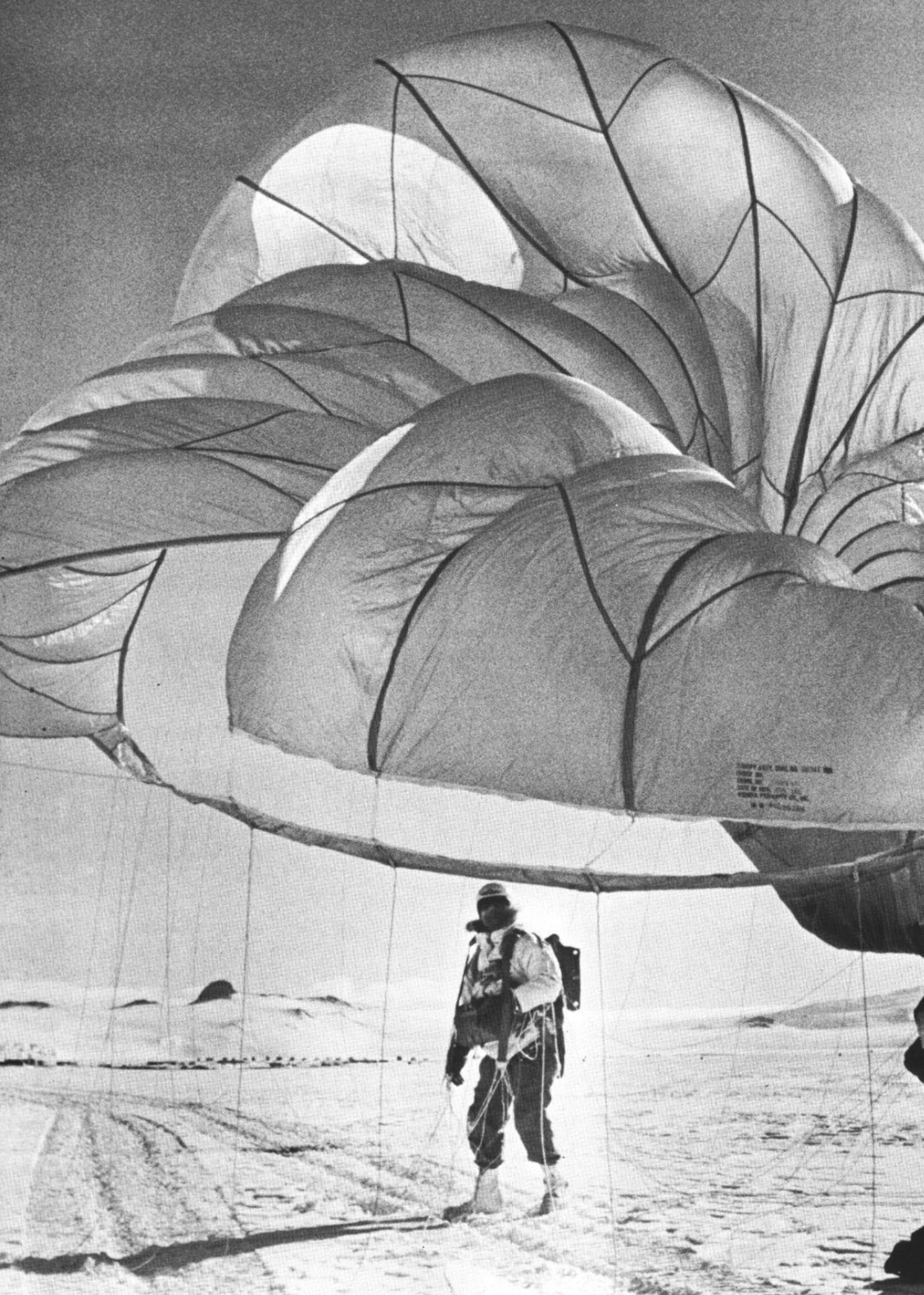


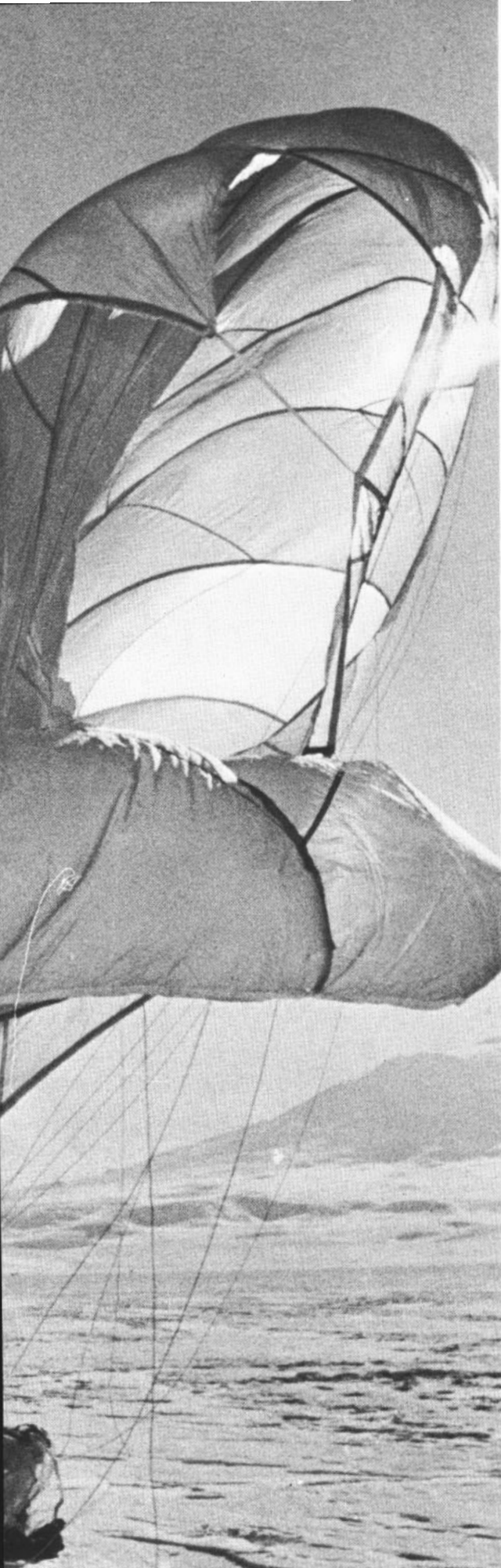
# ALL HANDS



JANUARY 1971







# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JANUARY 1971

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NUMBER 648

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● **FRONT COVER: SEARCH AND RESCUE MISSION**—A helo from USS Enterprise (CVAN 65) approaches a destroyer while on SAR mission. The primary job of the helo is to stand by to rescue downed pilots. Photo by JOC R. D. Moeser.

● **AT LEFT: "CHUTING A LANDING"**—PR1 Harry Gorick stands on the Antarctic snow as his parachute billows down around him after his first jump of the Deep Freeze '71 season. Gorick is attached to the VXE 6 Pararescue Team and is the team's jump master. Photo by PH1 Bill Hamilton.







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" . . . what she lacks in glamor she makes up for in importance to the Fleet . . . "

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# AS 31 USS HUNLEY

● Below: SSBN tender is moored in Fort Lauderdale, Fla., for her once-a-year visit. Left, USS James Monroe (SSBN 622) prepares to get underway from alongside Hunley in Charleston, S. C.



**S**HE ISN'T PARTICULARLY sleek or fast, she's never fired a shot in anger, and she spends most of her time in port.

But what the submarine tender *uss Hunley* (AS 31) lacks in glamor, she makes up for in importance to the *Polaris* submarine fleet, one of America's strongest deterrents to nuclear war.

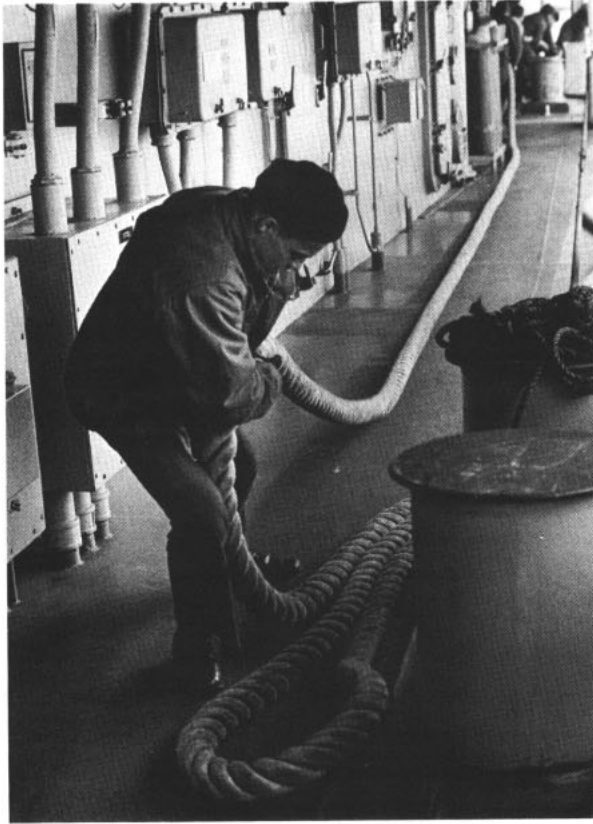
*Hunley* was the first tender designed from the keel up specifically to provide service to nuclear-powered fleet ballistic missile submarines.

Because of that distinction, she has had two jobs throughout her eight-year history: providing all the service and maintenance needed by SSBNs, and serving as a test vehicle for evaluating new procedures. *Hunley* has performed both tasks well.

Her crew is well equipped and trained for the first job — supply, service and repair. *Polaris* submariners may receive medical care, spare parts, or maintenance service of practically any kind from the facilities on board the tender.

In the second job — testing new methods — *Hunley* has accomplished things no submarine tender had ever attempted before.

**A**CCORDING TO *Hunley's* records, she was the first tender to repair three different classes of nuclear ballistic subs at one time, and the first (and only) AS to carry all three generations of the *Polaris* missile, A-1, A-2 and A-3, at the same time. Another claimed first was the battery replacement on *uss Ethan Allen* (SSBN 608) in Holy Loch, Scotland.



## AS 31 USS HUNLEY

*Hunley*, named after pioneer submarine designer Horace Lawson Hunley, was commissioned in 1962. She has served tours in Holy Loch, Norfolk, Guam and her home port of Charleston.

Her crew of 50 officers and 1075 enlisted men can handle practically any service or maintenance task. Many of them have attended special schools to learn their jobs.

Their equipment ranges in size from huge lathes to tools for working with almost microscopic instrument parts. The ship is built around electronics labs for the repair of complex missile guidance systems and submarine detection devices, and a wide array of specialized shops — optical, drafting, printing, wood-working, plastics and others.

*Hunley's* supply department, which stocks three times as many items as that of an aircraft carrier, can sustain the needs of the ship and her subs for long periods without replenishment. Electronic accounting equipment keeps track of funds and supplies.

● From top: Seaman fakes down line as *Hunley* gets underway. Line handlers on pier are seen through chock on deck. Bosn's mate and seaman dismantle a detachable link of ship's anchor chain.





Her medical and dental departments can perform routine care, minor surgery or emergency operations. They include prosthetic and bacteriological labs.

**C**HAPLAINS PROVIDE counseling and spiritual services for *Hunley's* men and visiting submariners. And for more mundane needs, the ship contains a well stocked ship's store, a snack bar, a barber shop, a library and TV lounges.

*Hunley* is one of five nuclear ballistic missile submarine tenders stationed around the world.

Today, moored at the *Polaris* Replenishment Site at Charleston, she continues to tackle tough jobs first.

Because of her past achievements — and because she is now the stateside tender — *Hunley* has been called on for unusual and difficult jobs, including many never before attempted.

By continually improving her methods of dealing with such assignments, she has cut the time required for some of them as her crew gained experience.

One of her jobs may have been unique for a submarine tender: giving salvage help to the Charleston shipyard to recover a damaged crane from the floating SSBN drydock *uss Alamogordo* (ARDM 2).

**H**ER PRESENT ASSIGNMENT includes providing service for all *Polaris* submarines coming out of overhaul. After the three- to four-month shakedown cruise which follows an overhaul, the submarines report to *Hunley* for final repairs, reloading and replenishment.

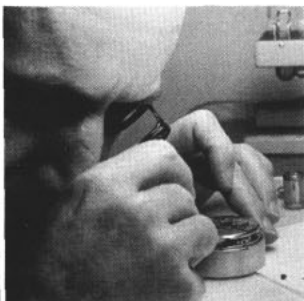
As she entered her ninth year, *Hunley* could boast of having served every one of the Navy's nuclear-powered fleet ballistic missile submarines except for *uss Will Rogers* (SSBN 659).

As the first *Polaris* submarine tender specifically designed for that purpose, *Hunley* has been somewhat of a showpiece for the SSBN Navy, playing host to many American and foreign dignitaries every year.

But most of her attention has gone to another class of visitors — *Polaris*men and their submarines. With *Hunley* supplying nearly everything they need, the submariners must feel like the real VIPs.

—Story by DM3 Bill Thomas;  
Photos by PH2 Milt Putnam

● **HUNLEY AT WORK**—Clockwise from top left: MM1 in machine shop works on small lathe. Crewmen run power lines to USS Henry Clay (SSBN 625) as tugs bring sub alongside. *Hunley* is moored at her home port, Charleston. OM3 and IMC work in tender's shop.



# ORION: Men With

ON THE PRECEDING PAGES, a submarine tender represented by USS *Hunley* (AS 31) is described as efficient, busy and professional. This image is, of course, a reflection of the combined attitudes and skills of the individuals who work on board.

To find out a little more of what the men who operate these ships think about their work, their mission, their shipmates and themselves, Commander T. W. Campbell, USNR, went aboard a sister ship, USS *Orion* (AS 18), in Norfolk.

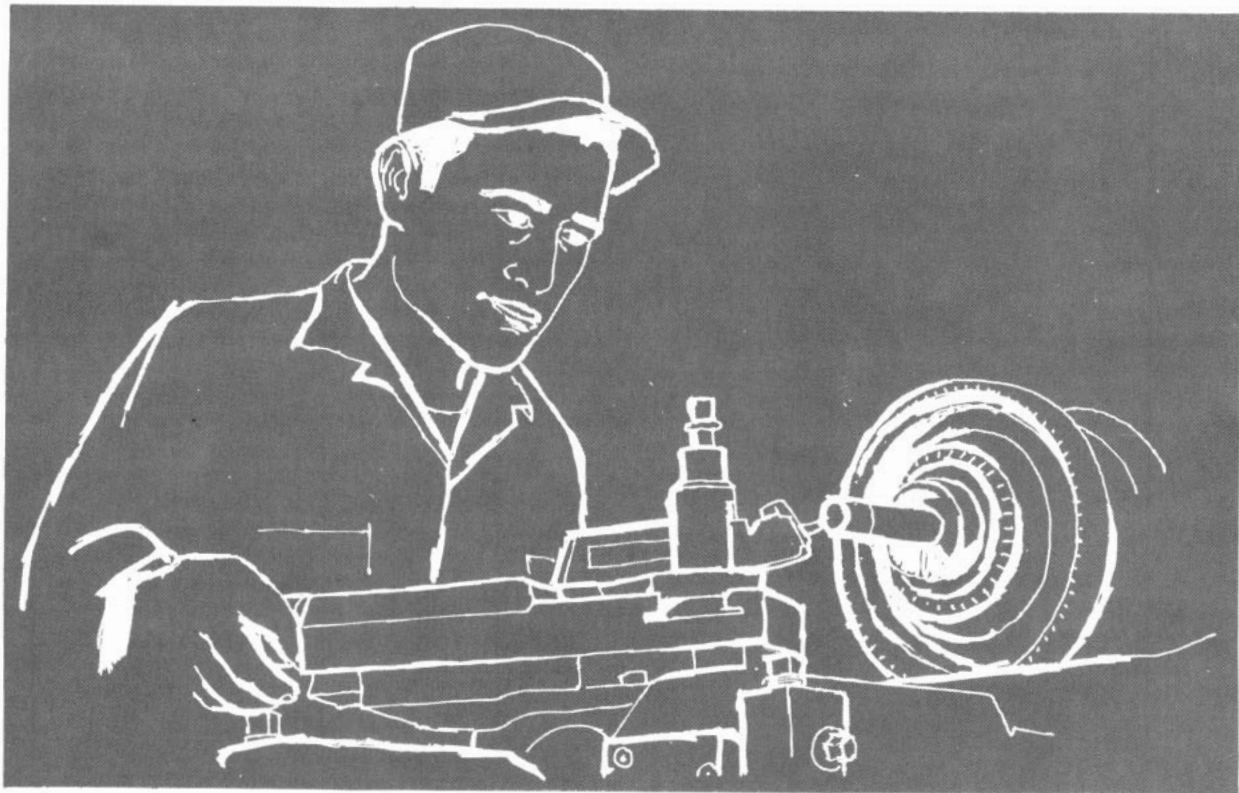
*Orion*, a *Fulton* class tender commissioned in 1942, has served and serviced countless submarines in both fleets, which is typical of the sub tender tradition.

The following quotes, elicited for ALL HANDS by CDR Campbell and printed here with the permission of Captain W. C. Nicklas, *Orion*'s CO, seem to say that tender care requires a human touch and *Orion*, for one, has an abundance.

*Paul G. Lovejoy, WO1, Machinist. Hull Repair and Nuclear Repair Officer aboard USS Orion:*

"THIS DUTY TAKES A LOT out of a guy, but somehow you want to give it. I've taken one two-week vacation in four years. Nobody *makes* you do it — you just *do* it. I guess I caught the fever as a submariner aboard the Navy's first nuclear submarine, the *Nautilus*. I met Admiral Rickover on my first watch topside — I was Fireman Apprentice at the time. Today I'm responsible for 70 per cent of the *Orion* repair work, as lead shop or assisting shop. Nuclear and controlled repair jobs afford no room for mistakes."

*Frank West, CWO2, Machinist. R-2 Division (Inside Machine Shop, Outside Machine Shop, Periscope Repair, Optical Shop, Watch Repair, etc):*





# Professional Skills and Motivation

"I TELL MY GUYS, 'Look, you're here to repair subs; if you don't want to do it, you'd better pack up.' But 98 per cent don't need that kind of talk. Eight out of 10 of them have been on subs, and they're good



caliber men. Some have washed out of 'nuke' school, but so much the better — they are experts in at least one phase of what they do.

"Our guys are dedicated. I've got one machinist who left a \$14,000-a-year job to come back here for less than half this figure. Don't ask me why. They're experts here, and they like the feeling.

"Take for example, scope repair. From the time they get the paperwork cleared, I can have the scope out of the boat and in my shop within an hour. In regular eight-hour days, my 1st class and I and maybe one other guy—if we get our tails in gear—we can have that scope out, apart, and back in A-1 condition in the boat within three days. That's a \$12,000 job if you take it to the shipyard. It costs us maybe \$2000.

"We overhauled 43 scopes last year, and figured we saved the Navy over \$400,000.

"There's a strong feeling of professionalism among my guys. They take it hard if there's ever a complaint about their work. I remember one leading petty officer who almost bawled when the boat came in and complained that their scope wasn't operating within the prescribed tolerances. He considered it a personal reflection on his work.

"We get engrossed in what we do, with 15 or 20 jobs going at once. You get keyed up, and this rubs off on the chiefs and then on everyone. One afternoon

last week we grabbed a spare hour and went over to the club and shot a couple of games of pool and had a beer together. It was the first break we'd had as a team in over a year. We'd hardly noticed."

*John O'Sullivan, WO1, Electrician. Fourteen years in the Navy, 13 of them on subs. Responsible for Motor Overhauls, Gyro Shop, Rubber and Plastics Shop:*

"THE THING THAT STUNS most people is the size of the jobs we do. It is surprising. They are big jobs—shipyard type things, like rewinding a 400-cycle motor generator. It's as big as a Volkswagen and weighs 4000 pounds. In a yard I've known it to take five men 24 hours just to unrig it from the overhead. We have two men who can do it in 12 hours. It takes us about 10 days to rewind it. We use preformed coils, about 105 of them, which have to be laid in their proper slots with about 150 connections. One little mistake and you have to start over.

"It's great being aboard a tender. After 13 years on a sub, I appreciate it every time I walk in that stateroom of mine — it's as big as the chiefs' quarters on the sub.

"It's refreshing to have a challenge again. I've learned a lot about my own rate. There's no time to be bored."

*Lieutenant Commander James R. Sordet, Repair Officer. Was an EM1 aboard Nautilus. A Nautilus plankowner:*

"THE REPAIR JOBS we do run the complete gamut—from fixing a navigational stopwatch to cutting a hole in the hull of a submarine. Twenty-five per cent of the work we do is with certified materials, that is materials which have pedigrees to guarantee that they conform to specifications. We get them, like registered mail, with endorsements every step along the way, from the smelting mills to the ship. The paperwork alone is enormous, but the added safety factor is worth it.

"A repair ship crew has to be inventive. Half the jobs we are asked to do require inventing something right on the spot — there are no easy answers or NavShips formulas. We have to work out our own method. That's the difficulty of this work, and the challenge in it. It's the only reason I can figure out why those of us who are in it like it so much. It's a battle of the wits, and we can't afford to lose."

# BLACK AMERICANS

The  
Careers  
Of  
Three  
Naval  
Officers



ALL HANDS



**N**OT LONG AGO Captain Samuel Lee Gravely, Jr., USN, assumed command of the guided missile frigate USS *Jouett* (DLG 29). More recently, Commander George I. Thompson, USN, completed a tour as commanding officer of USS *L. R. Craig* (DD 883) to join Attack Carrier Strike Force, Seventh Fleet. Captain Paul S. Green, MC, USNR, is serving as Chief Radiologist and Executive Officer of the Naval Hospital, Lemoore, Calif.

What these three naval officers have in common is their race—they are Black Americans. Their story is told here to point up the steadily improving role and opportunity for the Black Americans in the sea service.

Today the Navy has a concerted program to increase the number of Black Americans both in the Regular Navy and in the Naval Reserve. At this writing there are 539 black officers in the Navy, ranging from warrant officer to captain. Considering the fact that 30 years ago Black Americans were allowed to enlist in the messman and supply specialties only, the degree of progress is encouraging.

But, SecNav John Chafee said in an AInav two weeks ago, "our accomplishments leave much to be desired." He called for immediate action to solve racial problems and greatly increase the percentage of Black Americans in the officer corps (see Navy News Birefs).

In 1942, the Navy began to open its general ratings to all Americans, regardless of race or color. Today there are Black Americans in practically every enlisted rating. In the officer corps, you will find three captains, 26 commanders, 86 lieutenant commanders, 133 lieutenants, 87 lieutenants (jg), 112 ensigns and 92 warrant officers. Not nearly enough, SecNav Chafee says.



Here are the stories of three Negro officers in the Navy, which exemplify the opportunity that is open to young men and women who have what it takes for a naval career:

Commander George I. Thompson would rather have people think of him as a professional sailor proud of commanding a U. S. Navy warship than as a black man in the hierarchy of an officer corps. CDR Thompson himself was in BuPers when the Navy began a concerted effort on a minority officer recruitment program in 1962.

"We had less than 200 Negro officers in the Navy then," he recalled. "Now we have more than 500 commissioned officers."

"A good indicator of this continuing drive to get caught up is reflected in current attendance of Negro officers at Postgraduate School," he added. "They represent about 12 per cent of the student body, which

Facing page: Captain Samuel Lee Gravely, Jr., assumed command of the guided missile frigate USS *Jouett* (DLG 29) last May. His first sea duty was aboard USS *PC 1264* as an ensign. Above: Commander George I. Thompson, commanding officer of USS *L. R. Craig* (DD 883) at the time photo was taken, carries out his duties on the bridge. Left: Captain Paul S. Green, MC, USNR, is chief radiologist and executive officer of the Naval Hospital, Lemoore, Calif.

speaks well for their performance and for the Navy's efforts."

**T**HINGS HAVE CHANGED in some ways. CDR Thompson's assumption of command of *Craig* demonstrated one difference.

"Before he arrived," noted Lieutenant Commander C. M. Walter, *Craig's* executive officer, "I was probably the only man on the ship who knew he was a Negro—and I knew only because I was told by a friend of his who knew he was coming to *Craig*."

CDR Thompson pointed out that that in itself marked a major advancement. "At times in the past, pains were taken to inform a ship that it was to receive a black officer. Now, however, I was able to come to *Craig* not only as an officer, but as the commanding officer, without any special notice."

CDR Thompson, a native of Los Angeles, attended UCLA and graduated in 1942. He attended Officer Candidate School in 1953 and was commissioned an ensign in May of that year.

"I went to my first ship, the carrier *Oriskany* (CVA 34), with no plans of making the Navy a career," he said. "I spent three happy and productive years on *Oriskany*, though, and my experience on her prompted me to stay in."

"I was able to fill a position of some responsibility which I could feel, and the feeling was good. The opportunity for additional responsibility which the Navy presented was hard to pass up."

**W**HAT HE CALLS "a couple of lucky breaks" and a lot of hard work gave him that opportunity.

"I was in the communications department and assigned to the radio watch bill," he said. "I volunteered to stand additional watches on the bridge in my spare

time because I wanted to become an officer of the deck."

Then, when *Oriskany* lost several junior officers at the same time, CDR Thompson was moved to regular bridge watches, becoming a qualified underway OOD while he was still an ensign.

After the communications officer was injured, CDR Thompson took that job over as well for four months.

"The same types of opportunities are available right now," he said. "Anyone who is willing to work can make his way. With the cutbacks we are now undergoing, I can qualify anyone who has enough intelligence and desire to do the work."



Left: Two Black Americans carry out communication with another ship. Above photos: Commander George I. Thompson, USN, is shown on his ship with his men while he was the CO of USS L. R. Craig (DD 883). After his tour on the *Craig* he reported to the Attack Carrier Strike Force of the Seventh Fleet and is now serving in the Vietnam theater.





CDR Thompson feels that he has progressed through the Navy with few adverse effects because of his color.

"I don't feel that racial prejudice has had any noticeable influence on my assignments or jobs," he said. "Of course, there were people I didn't get along with, but I don't think that was necessarily race-oriented.

"All relationships in the Navy grow out of the professional relationships between men," he explained. "If you work with a man and you respect him for his ability, then that is the paramount consideration. It will influence your entire relationship.

"If you don't respect him professionally, then it will be hard to have a personal, friendly relationship outside work.

"The professional relationship is the most important," he added. "If a personal friendship follows, then that's fine."

ONE PROFESSIONAL relationship important to a ship's commander is the one he has with his men. "Craig is a happy ship," CDR Thompson said. "That was started long before I got here and I'm glad the feeling has continued."

Opportunities for Negroes in the Navy today are improving—both in the officer corps and the enlisted ranks. "That's true for everyone, black or white," CDR Thompson stressed.

"All I can add is that the opportunity is there for anyone who wants to take advantage of it."

After his first tour of duty, CDR Thompson's own career took him to Puerto Rico for duty with the Caribbean Sea Frontier staff. During this tour he augmented into the Regular Navy.

He later served on board the destroyer *uss Compton* (DD 705) and was XO of *uss Outpost* (AGR 10). He attended the Naval War College, and received two advanced degrees—an MA in international affairs and an MS in personnel management—from George Washington University.

He took command of the escort ship *uss Finch* (DER 238) in 1964, then went to the Naval Academy for a tour as a naval science instructor, head of the Tactics Committee, and a battalion adviser.

He completed his duties as CO of *Craig* in July 1969, reporting to the Attack Carrier Strike Force of the Seventh Fleet, and is now serving in the Vietnam theater. He's been selected for promotion to Captain.

CAPTAIN SAMUEL LEE GRAVELY, JR., USN, is now the senior black unrestricted line officer in the Navy, one of three captains. (The most senior black officer is CAPT T. D. Parham, Chaplains Corps, USN—see ALL HANDS, November 1969, page 26.)

He was born in Richmond, Va., attended Armstrong High School there, and then attended Virginia Union University for three years. (He was later graduated with a BA in history.)

Enlisting in the Naval Reserve on 15 Sep 1942, he attended the service school at Hampton (Va.) Institute and then was assigned to the Section Base at San

Diego. From November 1943 to June 1944 he was a member of the V-12 school at Asbury Park, N. J.

Appointed a midshipman, USNR, in August 1944, CAPT Gravelly attended midshipman school at Columbia University and graduated that December, gaining his commission as a Reserve ensign.

After duty as assistant battalion commander at NTC Great Lakes and schooling at the Sub-Chaser Training Center, Miami, Fla., he joined the crew of *uss PC 1264*. Through the closing months of World War II and until February 1946, he served as communications officer, electronics officer, and later executive officer and personnel officer of the ship, one of the first two Navy ships with all-black enlisted crews.

AFTER THREE YEARS out of active duty, CAPT Gravelly returned to the Navy in 1949. His first duty was with the Naval Recruiting Station and Office of Naval Officer Procurement, Washington. After a communications course from October 1951 to February 1952, he served as radio officer of *uss Iowa* (BB 61) until June 1953. Then he was transferred to *uss Toledo* (CA 133), on which he was communications officer and assistant operations officer. He took part in Korean action while serving on both ships.

In July 1955 he became assistant district security officer for the 3rd Naval District. CAPT Gravelly took an amphibious warfare course in the fall of 1957, then joined *uss Seminole* (AKA 104) as operations officer.

In January 1960 he became executive officer of *uss Theodore E. Chandler* (DD 717). He took command of *Chandler* 15 Feb 1961.

CAPT Gravelly's second command was assumed 31 Jan 1962: *uss Falgout* (DER 324). Under then-LCDR Gravelly's command, *Falgout* patrolled the Pacific Early Warning Barrier.

He attended a naval warfare course at the Naval War College, Newport, from August 1963 to June 1964, then served as program manager of the National Emergency Airborne Command Post.

In January 1966 CAPT Gravelly received still another destroyer command: *uss Taussig* (DD 746). In June 1968 he became coordinator of the Navy Satellite Communications Program in the office of the CNO, with additional duties in the Navy's space program. (See previous article about CAPT Gravelly, beginning on page 17 of the March 1970 issue of ALL HANDS.)

In May 1970 CAPT Gravelly assumed his present command of the guided missile frigate *uss Jouett* (DLG 29).

Besides his campaign ribbons from World War II, Korea and Vietnam, CAPT Gravelly wears the Navy Commendation Medal with Combat "V" and bronze star, and the Joint Services Commendation Medal.

CAPT Gravelly serves as an inspiration to young Black Americans who may want to make the Navy a career.

"IF A MAN IS GOING TO SUCCEED he'll make it no matter what he is doing!" That is the personal philosophy of Captain Paul S. Green, MC, USNR, who is now chief radiologist and executive officer of the Naval Hospital, Lemoore, Calif.

He's demonstrated it in his own life. CAPT Green didn't originally plan to make the Navy a career (he was drafted, in fact) — but during his 16 years of active duty, he's been certified by the American Board of Radiology and has attained one of the highest grades available to a Reserve officer.

"Probably none of this would ever have happened if I had been given a choice," he says. "I had a very successful civilian practice and had absolutely no desire to serve with the military.

"Mine is not the story of 'rags to riches,'" the doctor says, recalling his early life in Warren County, N. C. "I've never lived in a ghetto. My father was a businessman and a very good provider. It wasn't difficult for him to put three children through college at the same time. We always had plenty to eat and lived in a comfortable home."

After graduating as valedictorian of his high school class, CAPT Green entered Shaw University, Raleigh, N. C., graduating in 1939 with a major in biology.

"I certainly didn't set any academic records there,"

he says. "I was much more interested in the bright lights in the big city and, like most young men, wanted to buy an automobile."

Armed with his diploma and a teaching certificate, CAPT Green tried unsuccessfully to find work as a teacher.

"As I look back," the doctor comments, "I can see why no one was impressed with my supposed teaching ability. I was only 19 years old and right out of college. Fortunately, for me, I was able to get a job with my father working in a fruit and produce store.

"I earned money to buy things, but after two years I felt I wasn't really accomplishing anything. I entered Howard University in Washington, to work on a master's degree in zoology. Shortly afterward, in September 1941, I was accepted for medical school."

**T**HROUGH AN ACCELERATED year-round program of study, he earned his M. D. degree in December 1944. For the next year he served his internship at

## Looking Back: The Story of PC 1264

**A**S THE ACCOMPANYING story shows, equal opportunity is a growing reality.

On the enlisted side, too, a Navyman today is judged on the basis of his qualifications—and a great deal of the credit must go to a World War II patrol chaser, USS PC 1264.

The little ship was one of two vessels launched and commissioned in 1944 with Caucasian officers and an all-black enlisted crew. The Navy had opened the general ratings to all volunteers only a year before PC 1264 was commissioned. For the previous 20 years, Negroes had been restricted to the messman and steward branches.

PC 1264's commanding officer, Lieutenant (later a Commander) Eric Purdon, remembers the special problems his ship faced in the book *Black Company: The Story of a Naval Experiment*, published this past fall.

"The idea was pretty general at that time that the Negro could not serve at sea because of his race," CDR Purdon recalled in an interview. "One way to disprove that assumption was to commission two ships and man them with Negro crews. This was the impetus for the PC 1264 and the USS *Mason*—DE 529, the other ship with an all-black enlisted crew."

Since retiring from the Navy, CDR Purdon has become deputy director of community relations for the Job Corps, U. S. Department of Labor.

**M**ANY of the black crewmen of PC 1264 had not been in their ratings long enough to know them thoroughly; so eight white leading petty officers were part of the original crew and served as in-

structors for the 53 black crewmen.

However, the white POs were transferred seven months after the ship's commissioning, and LT Purdon advanced some Negro crewmembers to take their places.

PC 1264 was commissioned with five white officers in April 1944. In May 1945, LT Purdon arranged for a black officer to be assigned aboard — Ensign (now Captain) Samuel Gravely.

CDR Purdon gives this account of the special mission of his ship:

"It seemed to me that we were to either prove or disprove certain stereotypes about the Negro. One was that a Negro enlisted man would not take orders from a Negro officer. Another stereotype which we broke was the claim that the Negro was not able to stand up under the stress of battle.

"Well, we disproved that one rather well with the action we had with PC 1264."

Until the end of the war with Germany, PC 1264 served double duty. She was an integral part of the Navy effort against U-boats, taking part in convoys and antisubmarine patrols — and meanwhile, she was a social experiment, critical to the future of the black man in the Navy.

**H**ER PERFORMANCE of both missions was considered outstanding.

"When I took command of the ship, I thought the Navy should have picked someone with more at-sea experience than me for the job," CDR Purdon says. "But I was terribly interested in the job and I was convinced of the justice of the program.

"I was proud enough to have had command of

Lincoln Hospital in Durham, N. C., and then went into private practice in the small town of Louisburg, N. C., where, as that community's only black doctor, "I was declared essential and given a deferment."

"A year later, I moved to Henderson, N. C., a much larger town, where I again entered private practice."

As a general practitioner in Henderson, Dr. Green treated both black and white patients and his practice thrived for seven years.

"I had realized success as a civilian doctor," CAPT Green says, "when in 1954 I was drafted into the Navy as a lieutenant, and a bit disappointed at having to give up my practice."

But his attitude soon changed.

"I had a great deal of respect for my co-workers" in Navy medicine, he says, "and found that I not only liked my work very much but the Navy as well. I guess infatuated best describes my attitude."

So when his two-year obligation was up, Dr. Green extended for six months—then for four years—and finally applied for and received an indefinite extension.

**A**FTER HIS FIRST DUTY at the Naval Gun Factory, Washington, CAPT Green went to the Naval Hospital San Diego as officer in charge of a mobile X-ray unit. This duty started him working on the specialty that led to certification as a radiologist.

All applicants for certification by the American Board of Radiology (who must, of course, be M. D.'s in the first place) must complete three years of specialized training and one year of practice in radiology, plus written and oral examinations.

Looking forward to his eventual return to civilian life, CAPT Green again shows he believes in his philosophy of success. "As a radiologist," he says, "there's no reason in the world why I can't build a successful private practice."

(ED. NOTE: The material in the article on CAPT Green is based on a report by Rus Bucholz, and that on CDR Thompson is by LTJG James T. Reilly.)



Above: Drawing by SA Michael A. Perkins. Above right: Fifty-three black crewmen manned the USS PC 1264 after her commissioning in 1944.



a warship during the war—especially to have had one so distinctive, and that accomplished such an important extra mission so successfully."

By the time PC 1264 was decommissioned in 1946, she had compiled an outstanding war record and proved the point that race was no measure of a sailor's capabilities.

Largely because of such experiments, segregation was discarded by the Navy some time before President Truman ordered complete desegregation of the armed forces in 1948. Since then, black men have served in all Navy ratings and in all the officer grades up to captain.

And it's partly due to little PC 1264.



# UNITAS



Left: United States, Brazilian and Venezuelan flags symbolize the multinational solidarity of Unitas XI. Above: Hats from Colombia, Venezuela and the United States represent the character of Unitas operations.

**O**PERATION UNITAS XI ended in December, when participating U. S. ships and units returned to their home ports after circling South America. Every year since 1960 ships and aircraft from the U. S. Navy have taken part in this joint seapower exercise with the major maritime nations of South America.

The extended training exercises are aimed at promoting good will and effective cooperation between the American nations, and at forging their ability to combine naval forces to defend their coastlines and merchant shipping, if the need ever arises.

This year the entire operation was commanded by Rear Admiral Herbert H. Anderson, Commander South Atlantic Force, U. S. Atlantic Fleet. He has termed Unitas "the finest way the navies of the Americas have to sharpen their abilities to operate together."

**I**N AN OPERATION like Unitas, port calls are nearly as important as operations at sea. Ashore, Navymen from all participating countries work together in civic action projects, using their experience as carpenters, plumbers or painters to build or refurbish schools, clinics and other badly needed service facilities. Under Project Handclasp, Navymen distribute everything from candy and vitamins to school supplies to needy South American children. Open houses aboard ship give local people a look at the navies.

Navymen from eight countries learn to work and play together. Sports competition between ships is especially popular; as expected, U. S. basketball squads and Brazilian soccer teams do well. On liberty, there's

an opportunity to make friends in three languages — Spanish, Portuguese and English.

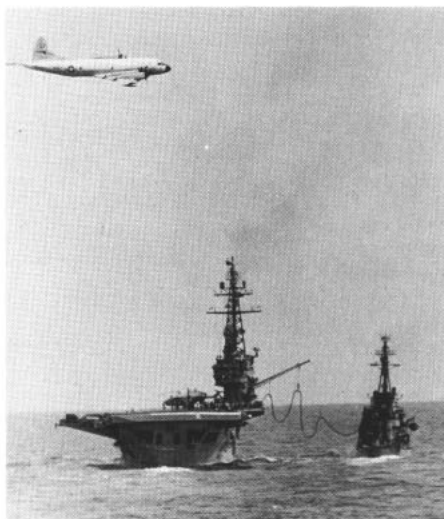
At the same time as the ships are circling the continent, a U. S. C-131 crew logs thousands of miles transporting the U. S. Navy Show Band to cities and villages throughout South America. In 1969, the band entertained more than 10 million people (including TV audiences) and crowds as large as 42,000 turned out to hear them. In 1970, it made nine TV appearances and conducted more than 30 live shows during the first six weeks of the exercise.

**N**O FORMAL AGREEMENTS between nations govern Unitas; all planning is done by participating navies and each receives in turn the valuable experience of commanding and executing the operating plans of the combined forces. Participating in this year's exercises were the navies of seven South American nations: Argentina, Brazil, Colombia, Ecuador, Peru, Uruguay and Venezuela.

Participating U. S. units included *uss Harry E. Yarnell* (DLG 17), *Myles C. Fox* (DD 829) and *John Willis* (DE 1027), all homeported in Newport; *uss Pickerel* (SS 524), homeported in Charleston; two P-3As from Patrol Squadron 16 in Jacksonville; one C-131 from Transport Squadron One in Norfolk; and the U. S. Navy Show Band from Little Creek, Va.

Unitas XI began last August when four Venezuelan and three Colombian ships departed San Juan with the four ships and three aircraft of the U. S. task group.

First stop was La Guaira, Venezuela, seaport for



Above left: A Brazilian helo searches for an "enemy" sub during combined antisubmarine warfare exercises. Above: The exercises gave the navies practice in working closely together. Above right: A plane is launched from the Brazilian carrier *Minas Gerais*. Right: A helo carrying Rear Admiral R. M. Monnerat, Commander of the Brazilian Unitas XI Task Group, prepares to land on *USS Harry E. Yarnell* (DLG 17).

Caracas. During the three days in transit, there were extensive antisubmarine warfare exercises involving all three navies. The group drilled in search attack unit procedures, tactical maneuvering and communications, with command rotated among participating units.

**O**FF THE COAST of Venezuela, Colombia ships left for home waters and units from the remaining two navies put on a seapower demonstration for Venezuelan and U. S. officials. Guests observed the firing of antisubmarine and antiaircraft rockets, precision formation flying at low altitudes and high speeds by the Venezuelan Air Force, and a pass-in-review ceremony in which *Yarnell* steamed through a line of Venezuelan and U. S. vessels with all hands manning the rail.

The exercises gave the two navies practice in working closely together; during the four-day port call in Caracas that followed, individual Navymen from both countries had a chance to get personally acquainted.

Following the visit, U. S. and Venezuelan forces returned to sea, where they were joined by units of the Brazilian Navy and Air Force. The Brazilian task group was composed of three destroyers, a submarine, more than 20 aircraft and the aircraft carrier *Nel Minas Gerais*.

During the Brazilian phase, antiaircraft warfare exercises were added to the antisubmarine warfare evolutions. Brazilian jets were ordered to single out ships steaming in formation and to simulate attacks.

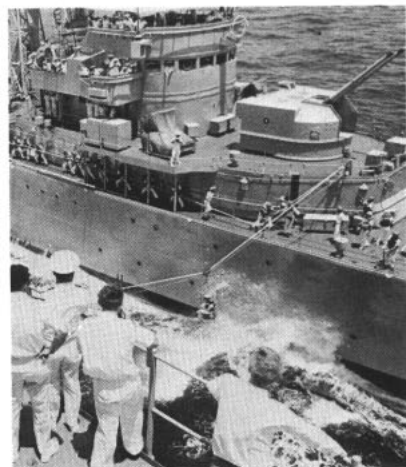
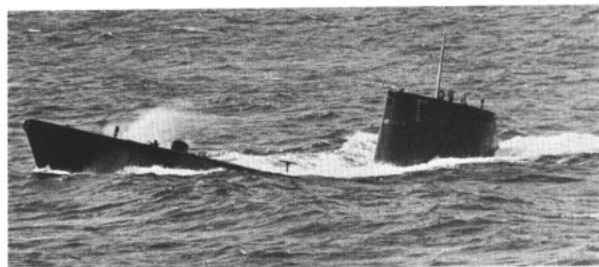
Ships from the two navies had to coordinate information, maneuvering and simulated firepower.

**A**NTISUBMARINE exercises included a 36-hour period of sneak attacks on the convoy by two submarines, *Pickrel* and the Brazilian *Rio Grande do Sul*. Brazilian and U. S. destroyers successfully screened the Brazilian carrier from simulated attack.

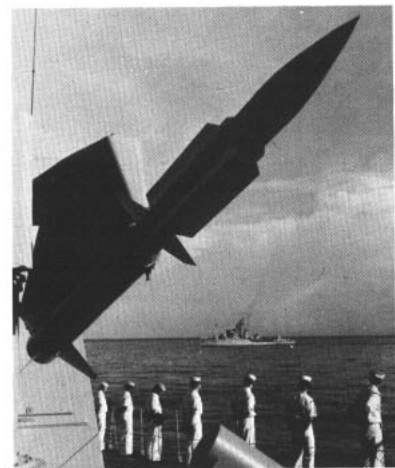
Meanwhile, the two-plane U. S. antisubmarine detachment had been conducting extensive ASW training exercises with the air forces of Venezuela and Brazil. Attached Navymen also hosted a party for 250 children at Recife, Brazil.

Brazilian ports of call for Unitas Navymen included Recife, Salvador, Rio de Janeiro, Santos and Rio Grande. In Recife, Brazilian and U. S. sailors worked together to help alleviate hardships caused by severe flooding from recent heavy rains. In Salvador, *Yarnell* and *Pickrel* were swarmed by thousands of visitors. In Rio de Janeiro, Navymen from both countries rode the cable car to the top of Sugar Loaf and visited the famous statue of Christ, Corcovado.

The Brazilian phase of the exercise completed the first leg of Unitas XI's circumnavigation of South America. The group headed for Argentina and a heavy operating schedule with the Argentine Navy. Ahead lay long days at sea, perfecting seagoing skills and learning to work closely together; port calls in six more countries, where open houses and civic action projects called for technical expertise and hard work, with the opportunity to make friends (for oneself and the U. S.) all over the continent.



Left: Captain Reyes Leal, Chief of Staff, Venezuelan Squadron, is highlined from the ARV *Esparta* to USS *Harry E. Yarnell* (DLG 17). Above left: The Brazilian destroyer *Para* patrols the seas during Unitas operations. Above right: The ARV *Carite* demonstrates an emergency surfacing during a combined naval power demonstration between the U. S. and Venezuela. Right: As American sailors man the rail, the flagship for the Commander Venezuelan Squadron can be seen in the background.





Unitas helps bring people together. That's also the off-duty hobby of RD1 Larry Hollingsworth of USS *Harry E. Yarnell* (DLG 17), flagship for the group.

Petty Officer Hollingsworth's main job aboard *Yarnell* is radio watch supervisor. His hobby is running ham radio station WBOBDH and setting up phone patches so that his shipmates can talk to their wives and girl friends back home in the States.

"It has really been fantastic," he says. "We've been gone two months and I've completed almost 400 calls. It's a real morale booster when we're 8000 miles from home.

"We have really received outstanding cooperation from ham operators throughout the United States," the radioman adds.

The radio service has proved its value when personal emergencies arise. One chief, for instance, received a letter saying his family had suffered a very serious fire. Many of his questions were answered by placing an immediate call home via the ham setup and talking to his wife directly.

Petty Officer Hollingsworth's efforts have not gone unappreciated by his shipmates and their dependents back home; one Navy wife wrote the ship's commanding officer:

"Larry's efforts have certainly helped bridge the miles between my husband and myself, and those four wonderful words, 'I love you—over,' have kept us close in spite of the miles that separate us."



Above: Medical supplies donated by American companies in conjunction with Project Handclasp are presented to an orphanage in Salvador, Brazil. Right column top to bottom: U. S. Navymen seek assistance from a Venezuelan policeman during the Unitas XI visit to La Guaira. (2) The Navy Show Band performs in Brazil's capitol city, Brasilia. The band traveled through South America with the Unitas XI Task Force. (3) An orphan from Salvador trades hats with a Navyman aboard *Harry E. Yarnell*.



# An Ear For Criticism And a Program For Action



Above: Rear Admiral David H. Bagley, BuPers' Assistant Chief for Personal Affairs, discusses the CNO's program for "improving the Navy way of life." Left: Through talks such as this one, RADM Bagley received direct information from concerned Navymen.

Last month a team of Navy troubleshooters from Washington, D. C., headed by BuPers' Assistant Chief for Personal Affairs, Rear Admiral David H. Bagley, visited the huge naval complex at Newport, R. I., to discuss implementation of the CNO program for "improving the Navy way of life." Here is a report from two Newport-based Navymen, Journalist 3rd Class James N. Ellis and Lieutenant Commander T. L. Johnson, on the impact of that field trip and the point of view of the Newport Navy on the program, as expressed in interviews by individual naval personnel and their families following the trip.

**"THE MOST IMPORTANT** thing is talking with someone who will listen to our problems."

"I got the impression he's really interested in you as an individual."

"A sincere, engaging man. What impressed me was he took notes."

"I think Admiral Bagley's visit to Newport served its purpose. He came to find what problems are facing the great majority of people in the Navy and to get an understanding of how these problems influence our people."

The Navymen and their families in Newport, R. I., are talking.

They're talking about the recent week-long visit by Rear Admiral David Bagley, the Navy's top troubleshooter.

Admiral Bagley has assumed the newly created position of Assistant Chief of Naval Personnel for Personal Affairs, more commonly called Pers-P ("P" for People). His function is that of a red-tape cutter and communications link between naval personnel and the offices or organizations they are trying to reach. (See ALL HANDS, October 1970, page 12.)

During his Newport visit, Admiral Bagley and a nine-man staff met with every segment of the Navy community: commanding officers, seamen, enlisted men's and officers' wives, chief petty officers, junior petty officers, career counselors, junior officers and warrant officers.

Admiral Bagley talked with these groups on the messdecks, at informal social gatherings, at the enlisted men's clubs, in the wardroom, at the shipyard, and in his own BOQ.

**PERSONS WHO MET** with Admiral Bagley that week were selected at random and interviewed the following week on their reaction to his visit. The following is a sample of the reaction to his visit:

**Officer's Wife:** "Although there were always hands in the air with questions, I felt that all the questions were either answered on the spot or would be answered when Admiral Bagley returned to D. C."

**Chief Petty Officer:** "He should make a backup visit. He gave me the impression he was pressed for time, which I'm sure he was. If he wants results he should come back and go over areas covered, in greater detail."

**Commanding Officer:** "My initial reaction is favorable. He is very sincere. But the group was too large, the meeting too short. Too much time was spent on a limited number of subjects."

**Junior Officer:** "All this is a real hope-raiser."



Left: Junior and senior officers discuss the impact of RADM Bagley's visit to Newport. Above: The Assistant Chief for Personal Affairs' primary objective is "to help anyone in the Navy get answers to the questions he is asking."



## Lending an Ear



Above: "An Ear for Criticism"—CNO Admiral Elmo R. Zumwalt, Jr., talks with sailors on board USS Puget Sound (AD 38). Right: Vice Admiral D. H. Guinn, Chief of Naval Personnel, talks to Navymen on the west coast about the outlook for people in the Navy.



**Junior Officer:** "What impressed me was that follow-up notebook of his. But he tried to cram too much into a short period."

**Enlisted man** (referring to movie cameras and tape recorders): "At first we thought this was a real publicity thing. We all relaxed when Admiral Bagley told us he wished he didn't have to work under conditions like these."

"My primary objective," said Admiral Bagley, "will be to help anyone in the Navy get answers to the questions he is asking. The answers will be honest and factual."

**THE FOLLOWING** questions and answers are typical of the Pers-P visit to Newport, one of the first such visits planned for naval installations in the United States and overseas:

• **From a career counselor:** "Is anything being done to put more effort into improving personnel stability? Aboard my ship we just recently detached a man; he walked aboard ship that morning, put his dungarees on, and got ready to go to work. By 10 o'clock he was gone . . ."

**ANSWER:** If we can't solve this personnel turbulence, we might as well forget all the other programs we've had up 'til now. I frankly did not realize the magnitude of the problem . . . we will create some stability, even though it means: (1) accepting a definite loss

of readiness in a certain number of ships; or (2) tying up ships in modified cadre."

• **From a chief petty officer:** "The problem is no one wants to stop and listen to you. I think it would be better all around for all of us if we get somebody who shows he cares."

**ANSWER:** "Everybody in this Navy has direct access to me. Now let me go a little further, because I want everyone to understand what I'm saying in this regard. I'm not backtracking one bit on that first statement. But I am expressing the hope that most of my correspondence, either by phone, or by mail, is not going to be of the kind that will paralyze us. On the other hand, I not only have communications open to me, but I will seek information where you cannot get—at the local command level—a reasonable resolution or interpretation for action on policy matters."

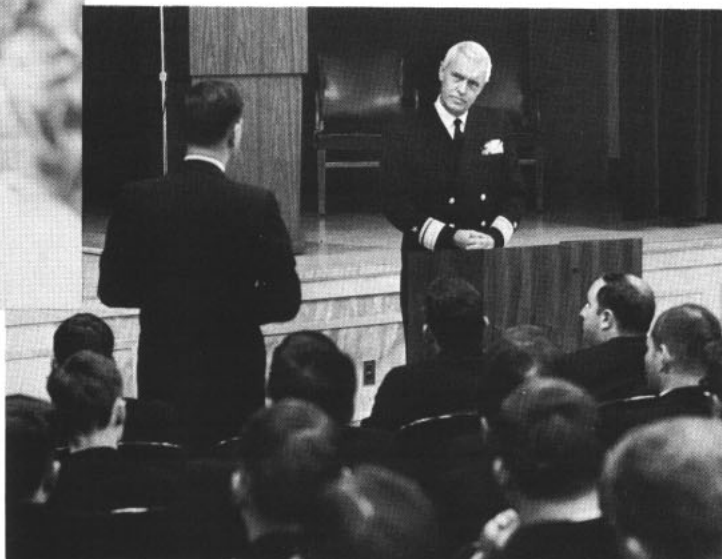
• **From a career counselor:** "Is there anyway we can speed up centralized detailing?"

**ANSWER:** "No, Central detailers are taking over certain rates. However, to take over all rates presents a funding and equipment limitation we cannot get around . . . we're talking big money. However, everyone from Admiral Guinn on down at the Bureau is really pushing this."

• **From a junior officer:** "To what extent are we looking at operational commitments in light of Admiral Zumwalt's Z-grams?"



Above: Rear Admiral Sheldon H. Kinney, Deputy Chief of Naval Personnel, lends an ear to the comments of Navy wives. Right: "Communication is important when it comes to solving problems for the Navymen," says Rear Admiral David Bagley, Assistant Chief for Personal Affairs.



ANSWER: "The answer is going to depend on what personnel policy is going to be adopted. And that, in turn, has to depend on a decision from the CNO as to what reduced level of readiness he is prepared to accept. Let's assume that the decision is made to put some ships in cadre status. The only way then we can go would be for the CNO to go to the Joint Chiefs of Staff and recommend a reduction in our commitments. He is prepared to do this, and he has publicly stated so. If this is what is needed to solve personnel instability, let's start whittling down the number of ships that are operating, and at the same time reduce our overseas commitments."

**A**DMIRAL BAGLEY emphasized two themes at each and every group discussion: Communications and People.

On the subject of communications he said: "The point you're making here is something basic to me, that is, the need in the ships for the captain to sit down with all the officers in the wardroom and discuss the philosophy of command, and his desires, and educate his officers. The next thing you should have is a line of communication from your commanding officer and the executive officer that reaches down to the chiefs, and the leading petty officers."

"I think these types of sessions are very valuable. First, you get from the man directly what he expects

of you, what he's looking for. Also, it gives you an opportunity to bring forth ideas of what you think that the command can change for the better.

"This doesn't mean just the CO and the exec getting together. There is no reason why the CPO shouldn't get the LPOs of each of his divisions, or the department head get the division officers together.

"I had a session with the wives the other day. I think that just the result of the kinds of questions that were asked, the obvious interests in many areas indicates that we are not perhaps listening, or giving them the chance to speak as much as we should, or taking into consideration their views. I would suggest you have an informal group of wives get together at shore stations, or aboard ships. Sit around, five or six of you, and listen to them. See what we can do, along with their husbands, to alleviate some of the problems they must cope with every day.

"I feel that the answer to the retention problem is to make the whole Navy a better place to live and a better way of life."

**O**N THE THEME of stressing the need for consideration of people, he pointed out:

"This people program the Chief of Naval Operations has instituted—and he's solidly behind it—cannot be implemented by lip service. If we're really sincere in doing the best for our people all the way down

the line, it's going to take probably a couple of hours a day—particularly from 1st class and chief petty officers, and officers. We've all got to reorient the priorities of our daily routine.

"You've got to know about a guy's problems, about his background, about his motivation, about his desires. You've got to counsel him; you've got to take time going up to the ship's office to help him research the answer, if necessary. This is dedication to people. It is not just a bunch of Z-grams coming out. And I think this is an important message every one of you ought to take back to your people."

Admiral Bagley's visit to Newport represents a very important component of Admiral Zumwalt's program to "make a naval career more interesting, rewarding and fun."

**A**NOTHER COMPONENT of this program is CNO's Z-grams. Here are some samples of the reaction to the policy changes resulting from some Z-grams to date:

**"Our confidence level is up** because CNO backs every one of his Z-grams."

**"I think Z-grams should be followed up** by inspections by someone at the captain or admiral level."

**"Well, we had a junior officer on board** who had submitted his resignation quite some time ago. He recently withdrew it. I think his feeling is that there is now someone in there who will get the job done and better conditions in the Navy."

**"Follow-up is what we're all waiting for."**

**"There's much that's not new** in them (Z-grams) that has not been kicked around before. The new thing is that it is positive action. The man at the top is interested and will do something."

**"The real question is,** can CNO get support from other levels? The job is too big for one man."

**"We tried six-section liberty** at a lower level years ago. Now we have someone telling us we are going to do it."

**"There is a reemphasis** and rededication to people. It is a very exciting time. A very good thing."

**W**HILE THE MESSAGE of the Z-grams is good, people feel the problem lies in the implementation of these new policies. At this writing, Admiral Zumwalt has promulgated 61 Zs and Admiral Bagley has visited two naval installations. How have these acts affected the typical Navy base and type command?

During his visit to Newport, Admiral Bagley and members of his staff took many notes during discussions with the various groups. His recommendations were to be formulated in Washington and delivered to the proper authorities for action.

Action has been implemented on each of CNO's Z-grams and their effect is now apparent in Newport

and in the Cruiser-Destroyer Force, U. S. Atlantic Fleet. Several of those which affect the majority are as follows:

- (Z-36) Personnel performance in key contact positions: Persons dealing directly with the Navyman and his family have been reevaluated and, in instances where performance is below average, reassignments are being ordered.

- (Z-39) Hours of operation have been extended at the Commissary, Exchange and Law Center.

- (Z-5) Three ships of the Force are involved in the pilot study of wearing civilian clothes on and off ship by PO1 and above.

- (Z-33) A commissary advisory board and exchange advisory board have been formed to study the needs and desires of the Navyman and his dependents.

- (Z-6) The Charter Air program is well underway (dependents' flights to Nice and Athens for \$150 and \$175, respectively), with over 200 requests submitted for the Christmas holiday period.

- (Z-22) The newly established Self-Help Program



Sessions such as this bring forth ideas and allow Navy men to express themselves.



is now being implemented. Thirty enlisted men and one officer have been assigned to the Newport Public Works Center and will soon begin work on requests submitted by each local command. Examples of proposed work to be completed include an increase in Fleet parking facilities and refurbishing of the Marine barracks, enlisted men's clubs and nursery.

- (Z-24) Each wives' club in Newport has been invited to select one representative who will have direct access to the commanding officer. In addition, representatives within each local command are being selected to open communications channels with the commanding officer of that particular command.

- (Z-35) Beer dispensers have been placed in each barracks. Alcoholic beverages are permitted in each cubicle-type barracks arrangement and have been since October 1969. All personnel regardless of rate who are 21 can purchase liquor at EM clubs.

**P**ERHAPS MORE IMPORTANT than the implementation of the Z-grams is the effect CNO's new policies have had on the attitude of everyone in a command

position. There appears to be a sincere desire to find problem areas and implement programs to erase or ease these problems. This attitude is evident as indicated at the Newport complex:

- *The statement of earnings forms* (Z-15) are being issued monthly at Newport. In addition to the statement of earnings, the name and phone number of the payroll clerk processing the individual's check are included.

- A *secured parking area* is available for men who deploy for any length of time. The area is fully illuminated and surrounded by a tall, barbed wire fence.

- *Gear belonging to single men* living ashore can be stored by the Navy during periods of deployment at no charge and regardless of rank.

- *Visits such as Admiral Bagley's* are being planned to home ports of CruDesLant units by the Force retention officer and senior enlisted advisor to open new channels of communications in an attempt to solve problems before they become critical.

- *Doctors are available* for night consultation at the naval hospital.

- *Career counselors* are being encouraged to participate actively in their local communities through organizations such as PTA, YMCA, Little League, etc. A better understanding of the Navyman and his family by the civilian community is the anticipated result of this participation.

- *Career Motivation Councils* aboard each ship of the Force are in effect. Composed of a cross-section of crewmen, these boards are designated to meet at least once a month to open communications to the command level. Topics of discussion are not limited to, but are concerned with, career motivation, unit readiness and morale. Council membership is on a rotating basis so that the greatest possible spectrum of views can be expressed.

**T**HESE ARE BUT A FEW examples of how infiltration of CNO's spirited personnel program is spreading to every level of the command. The initial changes began slowly and they were not easy, but as each month goes by there seems to be a snowballing effect which is accelerating. As one enlisted man said, "They have so far to go."

Newport was only one of the many naval installations Admiral Bagley is scheduled to visit, and it is believed the Z-grams will continue to tackle problem areas. Hopefully, the new spirit will continue to reach each level of command.

Perhaps the proper summation was provided by a CruDesLant officer: "I think retention by itself is not the primary concern of CNO and his team. Their primary concern is in making the Navy a better life for a man and his family. When this is done, retention will take care of itself."

—JO3 James Nellis, USN,  
and LCDR T. L. Johnson, USN.





## stockholders report

**S**TOCKHOLDERS usually are interested in the financial reports of the companies whose ownership they share. You, as part owner of the Navy Resale System of Navy Exchanges, will be happy to know that the system's gross sales for Fiscal Year 1970 increased by 9.2 per cent, bringing a whopping 771 million dollars into the till.

Like other stockholders, you will receive dividends from your NRS share in the form of recreation programs in the Navy, which include enlisted men's clubs, better equipped hobby shops, bowling alleys, movies and more recreation equipment.

In fact, FY 1970 saw 39.4 million dollars go into the recreation funds which procure these goodies and that was two million dollars more than last year.

As any businessman knows, sales don't increase by accident and the Navy Resale System is no exception. It has prospered because it keeps abreast of the times. For example, sales advanced because the system satisfied new areas of patron demands such as more packaged snack food outlets which accounted for a sales boost of 20 per cent.

A full line of home sewing merchandise was developed, increasing domestics and dry goods sales by 19 per cent.

Personal services were on the upswing, too. Rent-all centers were established which offered reasonably priced rentals on everything from electric floor polishers to typewriters and hedge trimmers.

Auto accessories were sold in greater variety at Exchange Service Stations and first standard warranty and guarantee policy on batteries and repair work became more common. Convenience food outlets also increased in number.

**T**HERE WAS LITTLE CHANGE in EM club entertainment except there was more of it. During Fiscal Year 1969, there were only four show groups touring exchange clubs but, by the end of FY 1970, there were 26. None of the quality of earlier performances was sacrificed to effect the increase in the number of touring groups, and particular attention was given to sending entertainers to such isolated places as Adak and Kodiak, Alaska.

Shopping convenience also increased throughout the system during FY 1970. Groups of related merchandise were gathered together in one area to create the effect of a specialty shop, thereby simplifying shopping and capturing additional sales.

If you think the increase in sales volume came about through increased prices, you're mistaken. Although most retailers were forced to increase their prices during the past fiscal year, the Navy Exchange Program was able to go in the opposite direction on some items. Markups on most children's wear items, for

example, were substantially reduced (which also resulted in increased sales of \$2 million).

Smokers undoubtedly noticed that the prices of cigarettes rose somewhat because of rising prices in the industry, but compensating decreases were established in items such as magazines, books, uniform accessories, insignia, maternity wear, some toiletry and luggage items as well as children's and infants' wear and supplies.

**K**EEPING PRICES DOWN in the face of general inflation requires more than luck. It's done by the Navy Resale System Office through negotiating price agreements with major manufacturers, thereby assuring the exchanges the lowest available price and the most favorable terms when the order is placed.

About 3500 of these agreements are now in effect and new ones are negotiated continuously.

A gimmick called consolidated procurement is another method used to give Navymen a better deal at the exchange. The method simply consists of contracting for goods and services for a group of exchanges at less cost than would be available to individual exchanges.

This not only results in lower prices but also lower freight rates and better delivery dates. Navymen who purchase electrical appliances at overseas exchanges

are, among others, big beneficiaries of this particular system.

Such items as charcoal, bicycles and lawn mowers are also consolidated procurement items and sold all over the world. This year, the quality procurement system was expanded to include photo finishing in San Diego, draft beer at Pensacola and staple food items for food service operations.

A procedure called centralized selection ensures that exchange merchandise will reflect the variety and style of current fashion trends and that the merchandise will be available in well balanced assortments.

This procedure keeps overseas customers in the same clothing which is popular back home and ensures that the records you buy are made by the latest rock groups instead of the Hoosier Hot Shots.

**N**AVY LODGES are another facet soon to be seen by the 100,000 Navy families who make a permanent change of station each year. The program now underway calls for 900 housing units at 13 CONUS naval installations.

With a \$10-million expansion of the temporary lodge program in 1970 by the Chief of Naval Personnel, using funds from the Central Recreation Fund, BuPers will set aside \$2 million annually to increase further the number of temporary lodges until all requirements have been satisfied. These lodges, operated by the NRSO, will continue to provide temporary housing for Navy families at the lowest possible cost while they await permanent housing.

Of course, it is difficult for any business to have an unadulterated good report. The Navy Retail System is no exception, but the bad news for Fiscal Year 1970 isn't all that bad.

The Ship's Stores Operation was curtailed severely when the Navy Resale System was notified in July 1969 that 111 of a total of 636 vessels operating Ship's Stores were scheduled for deactivation.

This move was unforeseen and it was quite a job to liquidate inventories valued at more than \$3 million. Nevertheless, the entire stock was redistributed.

Although a loss in inventory was avoided, the closing of the Ship's Stores inevitably resulted in decreased sales of eight per cent and a net decrease to the recreation fund of 19 per cent.

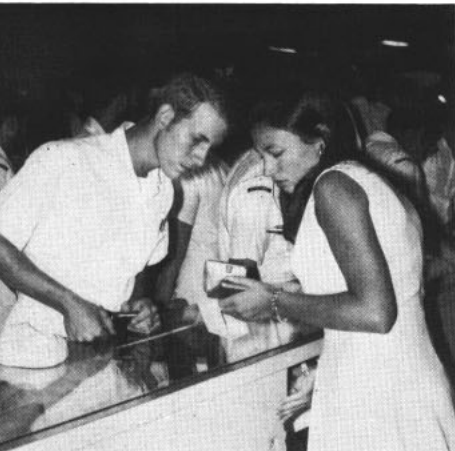
Military Sealift Command sales were another soft spot as MSC passenger service declined.

With these two exceptions, however, the picture for Fiscal Year 1970 was rosy. Existing facilities continued to improve and new facilities were constructed as the Navy Resale System continued to give Navymen's dollars more purchasing power.





# exchanges and



*"Satisfaction guaranteed, or your purchase price cheerfully refunded"—that is the stated policy of NRS, the Navy Resale System. On the following pages are some questions and answers concerning Navy exchanges and commissaries. Incidentally, the 25th anniversary of the Navy Resale System will be celebrated next April. Its anniversary theme will be "25 Years of Service with Savings." This is the story of YOUR exchanges and commissaries. For more on this subject and other personal services programs in the Navy, see the related articles elsewhere in this issue.*

## *What is the mission of the Navy Exchange?*

To provide a convenient and reliable source from which authorized patrons may obtain, at the lowest practicable cost, articles and services required for their well-being and contentment; to provide, through profits, a source of funds to be used for the recreation of naval personnel; and to promote the morale of the command.

## *Who "owns and controls" the Navy Exchange?*

Navy Exchanges are "owned" by the personnel of the Navy. The assets are controlled by the Naval Supply Systems Command through the Navy Resale System Office, Brooklyn, N. Y. Navymen and their dependents are shareholders in the Navy Exchange Program, although they have never been called upon to invest money in its operation. As "shareholders" they

are the recipients of the benefits of the Navy Exchange and the morale and recreation programs operated with the profits.

## *What is the mission of the Commissary Store?*

To provide a convenient and reliable source from which authorized patrons may obtain groceries, meat and produce and other authorized items at the lowest practicable cost.

## *What is a Commissary Store Complex?*

A complex is a main store with one or more satellite branch stores. These branch stores may be located at several different naval installations within geographical radius of the main store. Under this concept, the main store is responsible for providing centralized service in areas of administration, accounting, purchasing and stock control. Presently, 23 complexes are in operation — 15 in the United States and eight at overseas bases.

Through the use of data processing equipment, major complexes are able to make more personnel available in the store itself to provide better service to customers. Volume buying results in lower shelf prices and common selling prices for the same merchandise found at all stores in the complex.

## *Does the Navy Exchange make a profit? If so, where does the profit go?*

Yes, the Exchange is a profit-making organization, but every dollar of net profit is returned to Navy

# commissaries



personnel in the form of entertainment, recreational facilities and equipment. All of the net profit from the Exchange goes to build morale through recreation programs and enlisted men's clubs. The money is used for such projects as outfitting the hobby shop, bowling alley and movie theater; buying recreational equipment and sporting gear; upkeep of ball fields and other such projects.

*Where do enlisted men's club profits go?*

All net profit generated by Navy Exchange-operated EM clubs is retained by the club itself to provide entertainment programs for club patrons and to pay for required renovations to the club.

*What is the average markup on goods sold by the Navy Exchange?*

The average markup on merchandise sold in the retail store is 15 per cent. Normally, essential items will be marked up less than nonessential items. Markups range from a low of 8 1/2 per cent to a high of 25 per cent at retail. The Navy Resale System Office (NRSO) has the responsibility of providing Exchanges with specific guidelines required to implement this broad pricing policy. Experienced buyers at NRSO negotiate Price Agreement Bulletins (PABs) with prime sources from which Exchanges may order on a direct basis.

The retail price of an item is established on the basis of cost, including transportation, plus a pre-

scribed markup. Generally, prices on PAB items are identical at all Navy Exchanges, regardless of geographical location or size. On non-PAB items, the markup applied is identical for a particular item, but prices may vary at each Exchange because of the size of the order and transportation costs. Prices charged in Exchange service departments are largely established at the local level and are based on the local labor market and operational goals established by NRSO. For example, a front-end alignment could cost more at the Alameda Navy Exchange than at Norfolk if the labor costs in Alameda are higher.

*Who pays the cost of operating the Navy Exchange?*

The Exchange pays its own operating expenses. It has all the costs of operation that a civilian store has with the exception of rent and the pay of military personnel assigned to the Exchange. Civilian personnel salaries are paid out of the money received from sales as part of the general operating expense of the Exchange.

*Why is it that I may be able to buy the same item cheaper from time to time in a civilian store?*

Civilian retailers offer "loss leaders" to attract additional business. A local retailer might undersell the Exchange by offering an item at a marginal loss as an attraction to get you into the store, where generally you'll also spend money on other items that are regu-

## exchanges and commissaries

larly priced. Civilian stores also offer at reduced prices "closeouts" or last year's merchandise. Your Navy Exchange cannot compete with specials and loss leaders. However, no group of customers, anywhere, can consistently buy merchandise at prices lower than the Exchange. If you doubt this, make your own test by selecting 10 to 15 items that you normally purchase and comparing prices at the Exchange and in a civilian store. You'll be pleasantly surprised to find lower over-all Exchange prices.

from sales of commissary store merchandise. The Operations & Maintenance appropriation pays for civilian salaries and it is not required that this fund be reimbursed. Accordingly, civilian labor costs are not included in commissary store selling prices. Occasionally, Military Construction Funds are appropriated for the purpose of constructing, renovating and expanding commissary stores. In recent years, very little money has been appropriated for these purposes because of higher priorities.



*Why doesn't the Exchange sell major appliances such as TV sets, washing machines, refrigerators and other items such as tires and men's suits?*

Following hearings conducted in May 1949 by a special subcommittee on the House Armed Services Committee, Congress published the Armed Services Exchange Regulations (ASER). These regulations (updated in 1958) provide the guidelines under which all continental United States military Exchanges operate. Only those items of merchandise listed in the ASER may be stocked in continental United States Exchanges. Major appliances, TV sets, tires and men's suits are not presently on the ASER list. The combined military services periodically submit requests to the House Armed Services Committee for additional items to be placed on the ASER listing. As a result, tape recorders, sport jackets and raincoats have all been added to the authorized list in recent years. A request to authorize the sale of TV sets and automobile tires in continental United States Exchanges is currently pending before the House Armed Services Committee.

*Are Commissary Stores appropriated or nonappropriated activities?*

Commissary stores are appropriated fund activities. They receive primary support from Operations & Maintenance Funds, Navy, and the Navy Stock Fund, which supports the cost of merchandise and operating supplies. This fund is reimbursed, dollar for dollar,

*What is the markup in Commissary Stores?*

Over-all, the markup for Navy commissary stores averages five per cent. Four per cent is normally adequate to cover such costs as utilities at CONUS stores, packaging material, supplies, paper bags and other miscellaneous items. One per cent is used to support equipment replacement and building renovations.

*Are prices at Navy Commissary Stores higher on paydays?*

No. Price changes are routinely made at commissary stores to insure that selling prices correspond with fluctuations in cost price. On occasion, price increases may happen to be posted on a payday; however, it is purely coincidental, since price changes are made throughout the month as prices vary when purchases are made from suppliers. Most shoppers generally visit commissary stores only twice a month, usually close to paydays, and this may cause the inference that paydays and price increases are synonymous. An average six per cent increase in food prices this past year has resulted in rising costs for many commissary store items. Unfortunately, these increases had to be passed on to the customer. Cost price decreases are also passed on to the customer. Many times when prices remain stable or decrease, this goes without notice by the customer. Commissary stores are operated on a nonprofit basis, but they still have to pay for the merchandise that they buy.



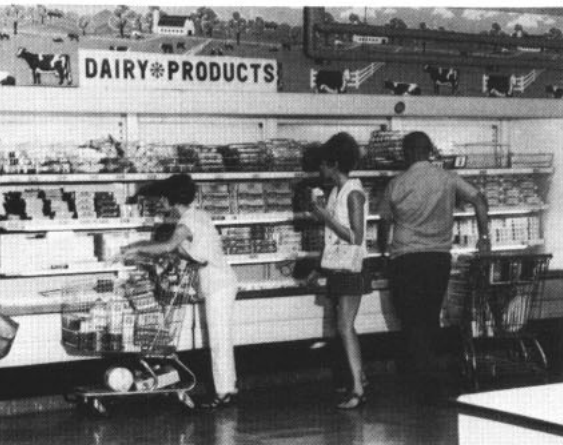
*How can Exchange patrons make their views on merchandise and service known to the Exchange Officer?*

The most effective way is by using the Navy Exchange suggestion box. Ideas on merchandise, or complaints or suggestions for improving operations are valid items for the suggestion box and, where possible, corrective action will be taken. The Exchange Officer is interested in your views. While prices and types of merchandise are subject to regu-

changes which have the greatest patron demand.

*As a patron, what is my responsibility toward the Exchange and Commissary Store?*

The Navy Exchange and Commissary Store were established as a benefit and privilege for authorized patrons. You can protect this privilege by identifying yourself as an authorized customer when you shop and by not buying items for unauthorized personnel. Identification policies are not in any way intended to demean the dignity of military personnel and their



lations, customer preference plays an important part in selecting merchandise that will be stocked by the Exchange.

*Why doesn't the Exchange carry inexpensive clothing such as that found in discount stores?*

The answer is two-fold. First, physical limitations of the exchange make it impossible to carry a full range and depth of clothing items at varying prices and still satisfy patrons' demand in each area. The average space devoted to clothing in a large department store or discount house is larger than our biggest Exchange. Second, since brand-name nationally recognized merchandise is not usually discounted, the Exchange offers its patrons a unique opportunity to pay less for these items than they would in the commercial stores.

Emphasis is on value — good quality at the lowest possible price. This is not the case with some discount stores, which may specialize in low quality brands in order to cut prices. The Exchange Officer and his buyers honestly believe that you get what you pay for and that a better quality item is actually less expensive than the cheap item that wears out or falls apart in a short time.

*How can a patron express a preference for certain products to be stocked by the Commissary Store?*

The commissary store has Customer Want Slips available, as well as suggestion boxes where patron preferences can be registered. These slips are reviewed and items are selected for purchase by the Ex-

dependents, but are a means of protecting the rights of authorized patrons.

*Who establishes the hours of operation of the Exchange?*

The base commanding officer sets hours of operation for all Exchange facilities based on recommendations of the Exchange Officer. Hours are generally established to meet the needs of a majority of patrons and are adjusted periodically to meet changing requirements.

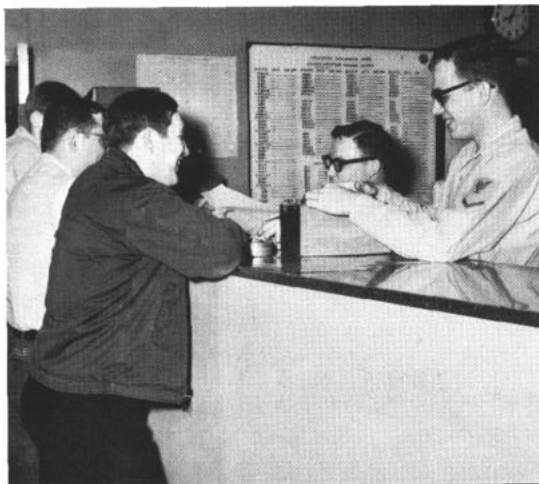
*What is the Navy Exchange refund and adjustment policy?*

Refunds or a satisfactory adjustment will be made on all merchandise returned to the Exchange by authorized customers. The Navy Exchange policy is "Satisfaction Guaranteed" or your purchase price cheerfully refunded.

*Who governs the development of broad policies for Navy Exchanges and Commissary Stores?*

An Advisory Committee composed of seven prominent American businessmen under the chairmanship of the Commander, Naval Supply Systems Command, serves the Navy Exchange and Commissary Store Programs in a capacity similar to that of a board of directors in private enterprise. The committee meets twice a year to examine policies and operations; provide guidance and direction in establishing procedures; and make recommendations to the Secretary of the Navy.

# There Are Two Sides To Every Counter



The Navy is increasing its effort to provide better service to the customer at the "contact point." One of the objectives is to try and tailor operating hours to the customers' convenience.



ELSEWHERE IN THIS ISSUE are articles concerned with the subject of personal services, a hot subject in the "Now Navy." The subject itself is the theme of one of the early NavOps—Z36—which back in September was a milestone in the increasing Navy effort to provide better service to the customer at the "contact point."

These contact points, such as personnel offices, dispensaries, disbursing offices, commissaries, etc., have been coming under close scrutiny during the past year as it has become apparent that the caliber of service has not always met the Navyman's expectations and needs.

NavOp Z36 sets forth the Chief of Naval Operations' broad guidelines on standards of service in the following areas:

- *Waiting times.* Objective for maximum 15-minute wait.
- *Operating hours.* Tailored to customers' convenience.
- *Check-in/out.* Objective of no more than 30 minutes and two stops for required check-in/out points.
- *Quality of Service.* Improved training of contact point personnel. More resources in personnel, money and facilities where required.
- *Priority of Services.* Personnel services to be protected during budget-cutting/force retrenchment actions.

THE NAVOP PLACES responsibility for implementation of higher standards of service at three levels: *Bureaus, Offices and Commands in Washington—*

Responsibility of the Customer	Responsibility of the Contact Point
Cooperate with contact point personnel by cheerfully following instructions.	Ensure that regulations and procedures pertaining to customers are clearly posted and courteously phrased.
Plan visits to contact point facilities to avoid peak usage periods.	Provide special procedures, extra personnel, etc., for predicted peak usage periods. Identify known slack periods and publicize to encourage greater utilization.
Realize that some waiting may be necessary in order to give the person ahead of you personalized service.	Where long waiting times are unavoidable, inform customer of expected delay and reasons therefor.
Realize that the time of contact point personnel will be wasted by excessive visits, phone calls and demands for unauthorized services. Such wasted time is at the expense of service to shipmates.	Be patient and responsive to customers with special problems and needs.
Realize that a certain amount of paperwork is essential to proper administration of most services and benefits.	Eliminate or simplify demands on customer for documentation associated with services. Provide clear guidance on the filling out of forms. Assist where necessary.

"Establish procedure and provide resources which make rapid, professional and responsive services possible."

**Command—**

"Ensure proper management emphasis is provided on personnel services."

**Contact Point Personnel—**

"Selected, trained and motivated to meet the high standards expected of them."

There is a fourth group, not mentioned in the NavOp, which must also help if standards of service are to be realized: that group is comprised of the individuals receiving the services—that is, you and your dependents.

The persons on both sides of the counter have a responsibility in making the standards work. For example, there is not a single contact point facility that cannot be saturated if everyone in that command (or even a substantial number of personnel) insists on using a given facility at the same time. Command has the responsibility of providing special measures to cope with predictable surge conditions, (for example, pay day); but the individual has the responsibility of scheduling his visits to the contact points—when possible—to take advantage of slack periods.

Listed below are some suggested standards of service for the Navyman customer and his dependents.

**T**HE KEY ELEMENT in the standards of service program is the attitude of the personnel providing

Responsibility of the Customer	Responsibility of the Contact Point
Extend the same personal courtesy to contact point personnel that you expect from them in return.	Extend the same personal courtesy to customers that you expect as a customer.
Keep children under control in order to reduce annoyance to fellow customers and distractions to contact point personnel.	Provide special facilities, reading material, or other items necessary to reduce impact of children on quality of service.
Be punctual for appointments. A missed appointment denies a shipmate valuable and timely service.	Establish appointment systems for those services where personalized treatment is the most important aspect of that service.
Observe established service hours. Limit requests for after-hours services to bona fide emergencies.	Provide service hours tailored to needs of the customer; establish workable procedures to handle emergency requirements.
Bring cases of unsatisfactory service to the attention of supervisors.	Provide system which gives customers access to supervisors in cases of unsatisfactory services.

services. You and your dependents do much to contribute to a positive attitude on the part of contact point personnel by your observance of your responsibilities in this process.

The interaction between contact point personnel and their customers is a very personal one. An arrogant, discourteous or abrasive manner by either customer or the man behind the counter can easily defeat the entire process.

Some of the frustrations experienced at the contact points are neither the fault of the customer nor the man behind the counter. Rather, they are the result of inadequate resources or procedures to do the job efficiently and effectively. It is in this area that the Chief of Naval Operations is placing emphasis at the Washington level. Because of the interaction between improved management and additional resource requirements, pinpointing of additional requirements is a difficult process which takes time. However, this process is now underway in the Navy headquarters organization in Washington.

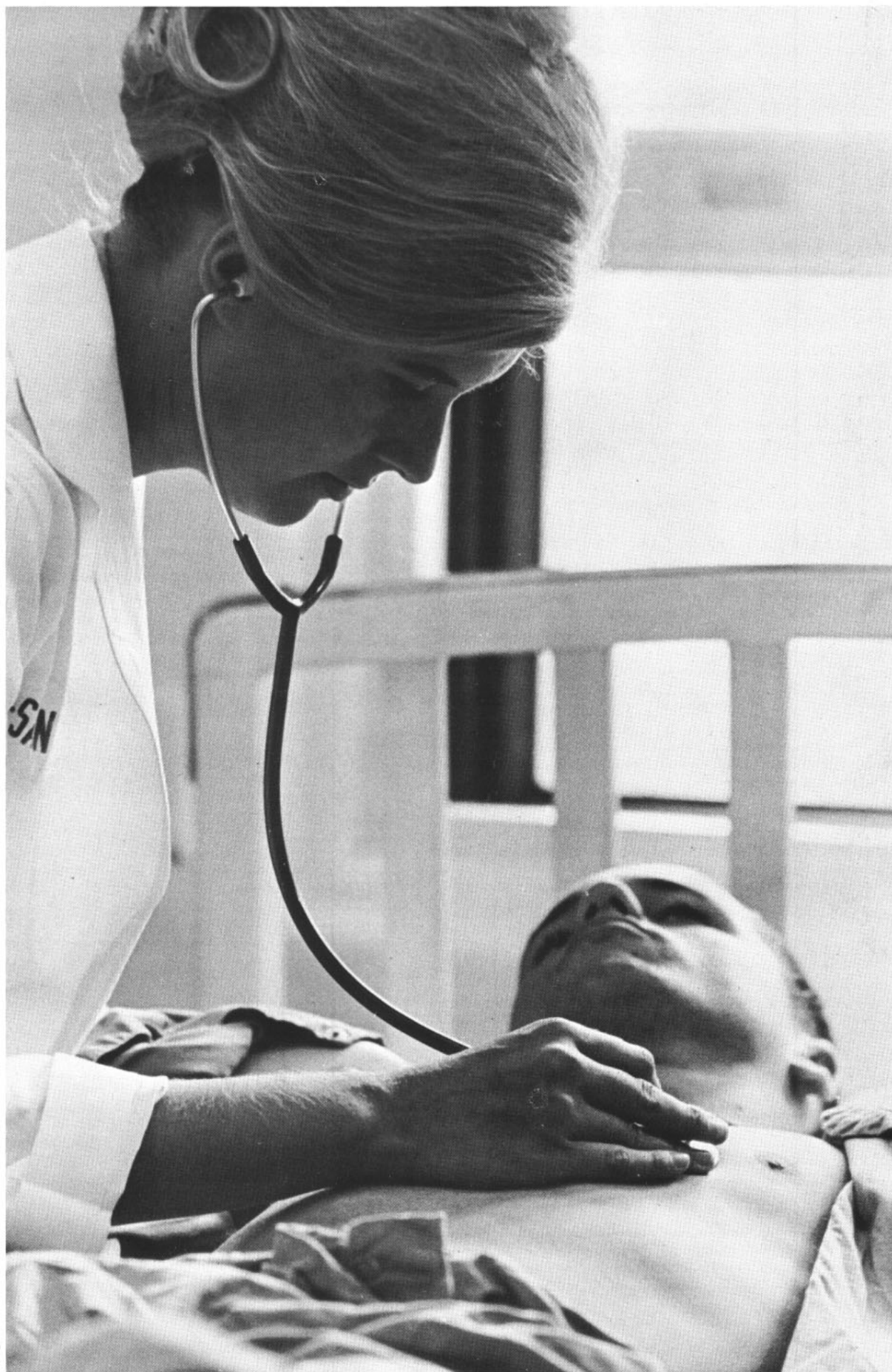
Until shortages or deficiencies in resources are remedied, a great deal can be accomplished through the use of understanding, patience and cooperation (on both sides)—to meet the standards of service that are recognized as essential by both the individual and the Navy.



Above: Cooperation with the contact point by the customer and cheerfully following instructions can many times reduce the time waiting in line. Right: Customers can help by planning visits to avoid peak usage periods. Below right: Extend the same courtesy to contact point personnel that you expect from them in return. Below: Some waiting may be necessary in order for the person ahead of you to be properly served.







an open letter

# MEDICAL SERVICES

from the Navy's Surgeon General

*As part of its continuing effort to retain qualified personnel, the Navy has been asking its people for their opinions—likes and dislikes—regarding many aspects of Navy life. Because it affects both Navymen and their dependents, medical care (which includes service and facilities) has received much attention in these studies.*

*In the letter which follows, Vice Admiral G. M. Davis, (MC) USN, the Navy's Surgeon General, addresses the Navy's medical personnel with suggestions for improvement (based on the "medical care survey") as well as a commendation for their continuing service.*

**T**HE Chief of Naval Operations has recently brought groups of young line officers and enlisted men and their wives to Washington for a thorough discussion of ways and means to make the Navy career more attractive and meaningful. Their suggestions and criticisms have been constructive and enthusiastic. Some are trivial, superficial, and impractical; others are thought-provoking and worthy of exploration and action.

Concern for the future development of a high quality Navy, relevant and responsive to domestic and strategic threats, and still harmonious with vigorous and innovative ideas, motivates all who are interested in this problem.

Several weeks ago, I wrote a letter to senior medical officers stressing the need to become involved personally in those areas of medical care that young careerists, both enlisted and officer, seek. The conferences sponsored by the Chief of Naval Operations recently have reemphasized the importance of medical

care as a deciding factor for remaining in the Navy.

The complaints most frequently cited were those well known to us.

Long waiting periods, lack of privacy when discussing personal medical issues, inadequate waiting rooms, seeing a different physician on each visit, poor facilities for personal examinations wherein various degrees of disrobing and privacy are necessary (particularly X-ray examinations), and officious or "don't care" attitudes among medical and paramedical staff led the lists.

**M**ANY OF THESE PROBLEMS can be solved only by additional manpower and money for better facilities. Yet the effects of some of these may be lessened

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*"Numerous studies have been and are being conducted about the delivery of health services.*

*"A consistent finding in virtually all of these studies, particularly those involving civilian analysts, is that the military health delivery system is better organized, better administered and better delivered than civilian systems.*

*"Yet our patrons are not aware of this and our image definitely needs improving. It is hoped that each medical staff will review rules and procedures, study outpatient care, and work to establish a close, friendly and understanding relationship with the clientele served. Good communication is essential.*

*"Every means practicable should be implemented which demonstrates to our young officers' families and our career enlisted men's families that they have the most comprehensive and dignified medical care available."*

—Vice Admiral G. M. Davis.

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LT Theresa Crenshaw, an intern at the Balboa Naval Hospital, examines one of her patients.

## MEDICAL SERVICES

by local measures. I would urge again that each of you frequently visit your clinical outpatient areas.

- What practical measures can you employ to see that as many patients as possible who require follow-up visits see the same physician, particularly in obstetrics-gynecology clinics?

- Are you assigning courteous and well-qualified paramedical staff (both military and civilian) to these areas? Would a local public information program help you?

- Are your follow-up appointments for referred patients or patients from long distances arranged and properly logged prior to their leaving the clinic? (This item alone will tremendously reduce later telephone traffic, irritation, and clerical time.)

- Examine your civilian help staffing the outpatient departments. Are you giving them an equitable share of your total resources? Are your chiefs of service sufficiently outpatient-oriented to offer constructive advice and help?

- Can't we do better in some of our busy X-ray departments by supplying gowns that adequately cover a patient; by keeping the waiting rooms and facilities clean; and by assuring as much privacy and courtesy as possible during the exams with the provision of adequate mirrors for changing clothes?

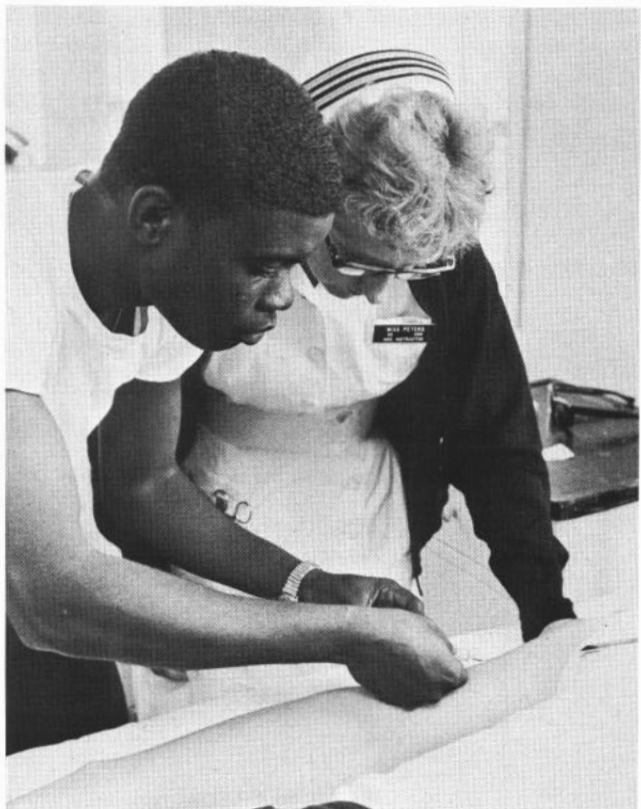
- Are your specialty clinics staggering their appointments so that the whole morning or afternoon load does not arrive at one time? Do your clinics really start at the times scheduled?

- Are your assignments to the outpatient department such that some of your staff do not participate while others stay there permanently, thus abetting the idea that the outpatient department is "the pit"? Review your rules for patients. Do they have pertinence or are they arbitrary and irritating?

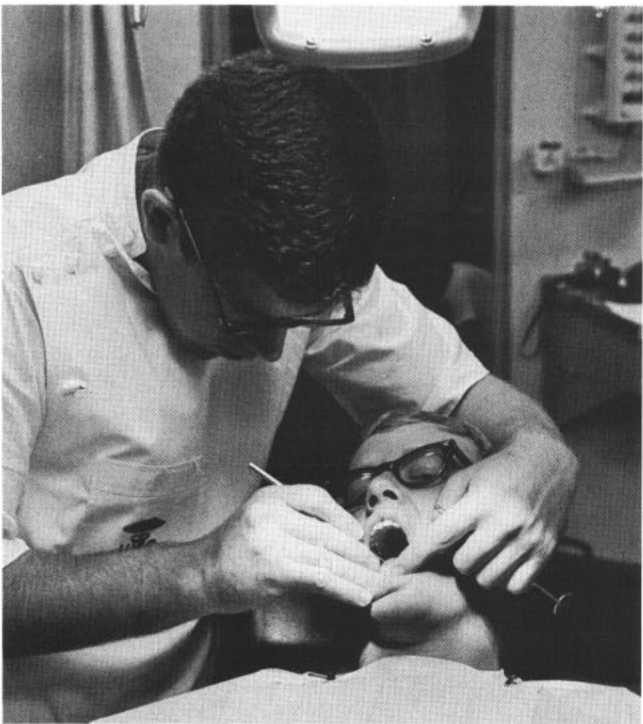
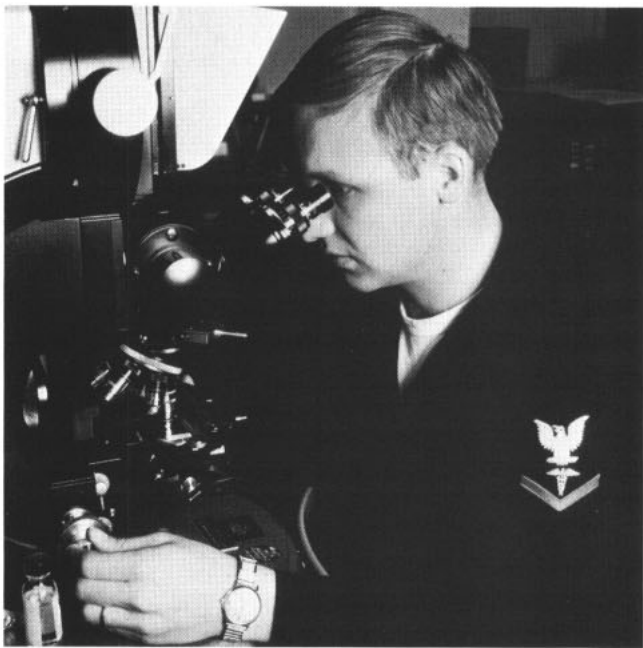
I would suggest your review of your current signs and directions to the various outpatient clinics. Are they clear and understandable? Are they politely phrased? Are they neatly inscribed or are they scrawled on a loose piece of discolored cardboard?

**D**O YOU HAVE an established policy for promptly handling patients' complaints? Do they have direct access to the Chief of the Outpatient Service and/or the Executive Officer, or are they handled administratively at a much lower level? A small amount of personal concern can go a long way in resolving quickly the many trivial complaints and in preventing them

Top: A young patient receives a checkup from one of the doctors in pediatric service at the Memphis Naval Hospital. Center: A LT aboard the hospital ship USS Sanctuary (AH 17) checks a patient's chart in the intensive care unit. Bottom: Corpsman receives instruction on how to administer an injection.







from becoming magnified into major problems if they remain unresolved. In this regard, I would suggest easy access to top authority.

Possibly a suggestion box should be considered, if not already installed, for eliciting comments from outpatients, both favorable and unfavorable.

I would strongly urge you to consider special projects for improvement/rearrangement of spaces for the alleviation of the many problems which may exist in your outpatient departments. Let us have your ideas on this. If they are within your own funding authority and you can do them without further recourse to the Bureau, I highly recommend they be accomplished.

If you do not have funds to do this, please let me know. We can't promise much relief in this area, but will do everything we can to help you. If these projects are between \$10,000 and \$25,000, please provide them to the Bureau for consideration, with full justification as to benefits that may be derived. Here again, we obviously will not have sufficient funds to accomplish them all, but this can give us a good rationale to use such funds as we may have where necessary and desirable.

**S**TATISTICS SHOW that about eight to 10 per cent of scheduled outpatient department (OPD) appointments become "no shows." Does the scheduling department take this into consideration and automatically give 10 per cent more appointments? If so, what provision has been made to support the OPD to provide emergency extra help to see those who do show up under this situation?

Nothing is more irritating to patients who have been waiting long periods than to witness medical personnel in busy clinical areas casually drinking coffee and skylarking while the patient waits.

This letter has been written entirely from the patient's view. I am well aware and very proud of the tremendous work your people are doing. I am equally aware of the unreasonable demands some patient-types place on our services.

We have made good strides in patient relationship. Our record is excellent and many patients who have sought private care are finding that our care was exceptional after all. Let's keep it so. Outpatient care is a team effort; and, if all members of the team participate, exchange ideas, and meet the challenges as a team, much more can be accomplished.

—G. M. Davis, VADM, MC, USN, Surgeon General.

**Top:** An HM3 makes a chromosome analysis in the Radiation Therapy Dept. at the National Naval Medical Center. **Center:** On board the hospital ship Sanctuary a dental technician performs an examination. **Bottom:** Corpsmen receive training at the Naval Hospital Corps School in San Diego.

- TOO MUCH PAPERWORK

Tired of updating pubs? There's a project underway to cut down on shipboard paperwork by reducing the number of tactical communications publications required on board by 25 per cent, eliminating redundancies and contradictions, and making it easier to enter corrections. A junior officer retention study group made the initial suggestion. All users are invited to communicate directly with cognizant offices (Op-301 or Op-094) in the Office of the Chief of Naval Operations, regarding proposed changes to any tactical communications publication.

- EXTRA LIBERTY IN SIGHT FOR MANY

CNO's efforts to eliminate irritating and demeaning aspects of Navy life have been getting a lot of attention lately. (See "Interview with CNO" in last month's ALL HANDS.) Less well publicized are recent attempts to enable Navymen to spend less time at sea and more time at home. One example is a recent decision to eliminate the 16-knot speed limit for ships returning from overseas deployment or local operations. As a result, liberty call should go a few hours earlier for thousands of Navymen eager to go ashore.

Another example is the new carrier deployment schedule that Atlantic Fleet planners have come up with. It will reduce Atlantic carrier deployments to a maximum of six months, beginning this month, and should mean two or three extra months at home for Navymen aboard Atlantic Fleet carriers.

- MORE STARS FOR CAMPAIGNERS

If you're wearing the Vietnam Service Medal, you may be eligible for another star. Additional campaigns for operations after 9 Jun 69 were recently designated in SecNav Notice 1650. They are: Vietnam, Summer-Fall 1969 (9 Jun-31 Oct 69) and a campaign for which no name has been established (1 Nov 69-date to be announced). See your personnel officer.

- TWO EXAMS THIS YEAR FOR MCPO, SCPO

Navywide qualifying exams for senior and master chief petty officer will be held twice this calendar year, on 16 Feb and in Nov, and annually in Nov beginning in 1972. Terminal eligibility date for computing time in service and pay grade is 16 Nov 71 for the Feb exams and 1 Nov 72 for the Nov exams this year. The selection board will meet in Jun this year and results should be out in Aug; beginning next year, however, the board will convene in Mar and advancements will be authorized throughout the year.

In some rates, exams have been revised to place more emphasis



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on technical ability; check BuPers Notice 1418 series, which also has complete information on eligibility and selection procedures.

## ● VIETNAM ADVISORY & SUPPORT BILLETS

CNO has placed the highest priority on filling advisory and support billets in the Republic of Vietnam with highly qualified Navymen.

New incentives for enlisted volunteers are in the works. Look for a full report on Navy enlisted advisors in Vietnam in an upcoming issue.

All officers, regardless of designator or time at present duty station, are encouraged to request Vietnam duty. Among new incentives announced for officers in NavOp Z-65 (5 Dec 70) are:

- Selection boards will be instructed to attach the highest importance to Vietnam tours.
- Spot promotions will be expanded to include all in-country activities, so that, for example, a qualified LTJG can be promoted and assigned an LT billet.
- Officers reassigned from Vietnam will be guaranteed the billet type of their choice at sea, overseas or ashore, provided they are fully qualified.
- Thirty days' leave will be authorized before, as well as after, tours in Vietnam.
- Shortened shipboard tours by volunteers will count as completed tours in that billet.

## ● GUIDELINES SET FOR OFFICER SWAPS

Eligibility requirements have been established for the officer exchange of duty trial program announced in last month's Navy News Briefs. All officers are eligible for duty exchanges except COs, XO's, department heads and officers serving anywhere, usually overseas, where government transportation would be required. Officers submitting requests must have 12 months' remaining obligated service when they report to new duty stations, and must be willing to transfer while in a leave status, without travel or proceed time, and at no cost to the government.

Letter requests should be submitted to the Chief of Naval Personnel (Pers-B1601) via commanding officers; detailers will do their best to arrange swaps between officers of the same grade and designator who have comparable experience and performance records. There are complete application procedures in CNO NavOp of 23 Nov 70.

## ● SEA DUTY FOR JUNIOR OFFICERS

Guidelines have been set up covering junior officers' requests for transfer to sea duty. (As announced in last month's Navy News Briefs,



ensigns and lieutenants (jg) serving initial tours ashore are guaranteed reassignment to sea upon request.) Officers with designators 110X, 140X, 163X or 310X should submit requests to BuPers, via their commanding officers, at least 21 months before expiration of obligated service, or be willing to extend so as to have 18 months' service remaining after reporting to new duty stations.

Special limitations apply to naval aviators and flight officers (131X and 132X designators), because of the limited number of squadron billets. Before they are eligible for transfer, these officers must serve 18 months (or regular tours, whichever are shorter) at overseas shore stations; 18 months at CONUS shore stations not requiring lengthy training cycles; and two years at CONUS stations that do require training or aircraft qualification. Reassignment to a Fleet squadron requires two years' remaining active service after reporting. See BuPers Instruction 1331.5 series.

## ● SECNAV DEMANDS NEW EFFORT TO SOLVE RACE PROBLEMS

A recent ALNAV has demanded that "...the Navy family must work together constructively and openly to solve our racial problems in a rational manner.

Navy Secretary John H. Chafee said that he is "not satisfied" with the Navy's or the Marine Corps' record in this area. He said, "Our objectives have been honorable, but our accomplishments leave much to be desired."

"Certain actions can be taken now," he said, "without further delay ... the Chief of Naval Operations and the Commandant of the Marine Corps will shortly be issuing further directives outlining specific changes and improvements."

Specifically, he called for the establishment of more NROTC units at predominantly black colleges to correct the present situation whereby only a little more than one-half of one per cent of the Navy's and the Marine Corps' officers are black.

## ● ACTION PHONE LINES OPENED

Now you can call in your suggestions on ways to improve Navy life; all major naval shore stations are installing action line phones (answering service recording devices) for Navymen with good ideas. One aircraft carrier in each fleet will also be designated for a similar, ship-board pilot program. When you call the action line number, a recording device will take down your suggestion or recommendation.

The new communications link should make it easier for your recommendations to reach higher authority, where they may be implemented.

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If your command has set up a services and benefits council, recommendations will go to it for consideration. If not, your XO will evaluate and forward them to the appropriate office for action. NavOp Z-60 has the technical details on installation.

## • ANSWERS TO YOUR QUERIES

The Director of Personal Liaison in the new Office of the Assistant Chief for Personal Affairs has received many queries from commands and individual Navymen in response to the new program to lend assistance when the answers cannot be obtained at local levels. Written requests to the following addresses are welcomed:

Officer Liaison Branch (Pers-P21) or Enlisted Liaison Branch (Pers-P22) BuPers, Navy Department, Washington, D. C. 20370.

If the matter is urgent, then they encourage use of telephones: Autovon Number for Officers: 224-4811--Commercial: Area Code 202 OX4-4811. Autovon Number for Enlisted: 224-2041--Commercial: Area Code 202 OX4-2041.

Be sure to check at the local level first. The Director of Personal Liaison noted that in a majority of cases answers could have (and should have) been supplied at the local command level.

## • BUPERS TEAM ON HUMAN RELATIONS

A personal response and human relations study team in BuPers is working on a program to improve communications and understanding between people in the Navy. The team will address itself not only to bettering relations between Navymen and the public, at home and overseas, but also to resolving internal problems that arise because of racial and cultural differences between Navymen, and to improving communications between juniors and seniors in the military ranks. Look for more on this in upcoming issues of ALL HANDS.

## • WANTED: PEOPLE WHO KNOW PEOPLE

The Navy is setting up a pilot program to develop and evaluate new ideas and techniques in the human relations field. Navymen on active duty who have education or experience in the fields of applied behavioral science, organizational behavior or personal response, and who want a challenging assignment, are encouraged to write the Chief of Naval Personnel (Attn: Pers-P), including a summary of educational background, relevant experience and reasons selection is desired. Applicants should anticipate an intensive eight-week training period and at least one year in the Newport, R. I., area. They must have obligated service until 1 Mar 72.



## ● CNO SPEAKS ON MISSION AND STRATEGY

Chief of Naval Operations Admiral Elmo R. Zumwalt, Jr., during recent weeks has spoken on plans and ideas concerning the Navy's future mission and strategy, especially how they relate to today's Navyman. The admiral is concerned with not only the four functional categories in carrying out the Navy's mission, but also in the "mix of forces" needed to face the challenge of the future. Some of the admiral's thinking is expressed on this and the following page of Navy News Briefs.

### "No Prize for Second Place"

"Plant modernization is another management issue that concerns us, together with the shortage of available cash for 'plant improvement' that seems to be troubling everyone in business lately. I refer particularly to our ships, aircraft and weapons systems.

"The necessity and rationale for our plant modernization is not entirely understood by everyone (outside the Navy). Our need for new ships and aircraft is sometimes misinterpreted as the military looking for new and expensive playtoys that are not really needed.

"The cold and simple fact of the matter is that there is no prize for second place in war."

### "The Four Functional Categories of Navy's Mission"

"Our forces are divided into four functional categories to carry out the United States Navy mission. Simply stated, these are:

- Strategic Deterrence.
- Sea Control.
- Projection of Power Overseas.
- Overseas Presence.

"Our Polaris/Poseidon combination, or Strategic Forces, are the Navy's contribution to our nation's nuclear deterrent. In the decade ahead, as enemy weapons become more accurate, our sea-based missile systems will continue to increase in importance to our country.

"Second, our Projection Forces enable us to extend our power across the oceans . . . These forces include our Merchant Marine, which now carries 96 per cent of the logistical requirements of supplying our Army and Air Force sister services overseas with such necessities as aviation fuel, food and ordnance. In the years ahead, despite new technology, we will still rely on sealift to carry more than 90 per cent of the logistical requirements of our sister services overseas.

"Our Projection Forces include our strike carrier forces, with planes capable of projecting power hundreds of miles inland, and amphibious forces, with their ability to project our Marines ashore overseas.

"Our Sea Control forces are composed of a complex calculus of weapons systems including attack submarines, maritime patrol aircraft and strike aircraft operating from our carriers which deal with the enemy surface fleet and surfaced submarines. Their job is to ensure



# briefs navy navy navy navy

that our sea lines of communications are kept open to our allies

"Perhaps the most important mission is that of Overseas Presence, the ability to maintain silent, and because they are out of sight of land, invisible forces anywhere on the oceans of the world. The more obvious and less silent Overseas Presence comes in the form of those Projection Forces which are used in a Quemoy, Lebanon or Mediterranean crisis such as we recently witnessed in the Middle East."

## "Modernizing the Navy"

"We are trimming down the Fleet from the bottom. We are wrapping up older units which cost us more to operate in order to protect the programs for new construction which will enable us to modernize the Navy in the future. Given the choice between retaining a larger Navy now at the cost of the future, we have chosen to plan in favor of future needs, even at the expense of present capability.

"How are we going to work out the mix of forces which we need to face the challenges of the future which are inevitably coming our way?

- "We have recently let the contract on the 963 class destroyer. We look to that as a significant plus in the sea control field. (See ALL HANDS, September 1970, page 2.)

- "We are now investigating the prospects of getting increased flexibility from our carrier forces by equipping some of them with a mixture of fighter, attack and antisubmarine aircraft.

- "The greatly improved capability of the P-3C Orion ASW aircraft gives us a better submarine detection capability.

- "We are working toward new concepts for employment of helicopters in ASW, minesweeping command and control guidance missions.

- "We are working hard on development of a surface-to-surface missile.

- "Electronic warfare is going to receive increased attention ... I am convinced that the key to naval warfare of the future lies in the utilization of electronics, both active and passive.

- "Finally, and most important of all, I intend to do everything within my power to enhance the desirability of a naval career for our officers and enlisted men. For too long we have expected wartime sacrifices in a peacetime environment from our people. This has led to a personnel crisis for the Navy that borders on disaster, and I have dedicated myself personally to the task of solving this problem even at the expense of wrapping up more ships and shore stations if necessary.

"In summary, I believe we are moving into an era which will see increased reliance by our nation on our naval forces and our seaborne deterrent. We must grasp the initiative which must be ours if we are to retain our naval supremacy on the world's oceans."

# CPO Advisory Board: THE FIRST SEVEN

**S**EVEN MASTER and senior chief petty officers from the Fleet have been selected to join the new Master Chief Petty Officer of the Navy on a CPO Advisory Board to the Chief of Naval Operations (as announced last Oct in Navy News Briefs). The group will make recommendations and act as a sounding board on ideas and proposals of interest to enlisted Navy-men. Admiral Zumwalt has called the new board "another way in which I look forward to exchanging views with a key spectrum of our personnel" and has said he will use the advisory board "to comment on many of your new ideas and other actions that have a personal impact."

• • •

**The seven chiefs were chosen** from among about 150 volunteers, who were recommended by their commanding officers last fall. They will serve on the board full-time for up to six months before beginning regular tours in the Washington, D. C., area. Most will report in February, when the first meeting of the board is scheduled; some reporting and rotation dates have been staggered to provide continuity and a constant influx of new ideas from the Fleet.

In making the selections, officials say every effort was made to create a well-rounded board, with representatives from all major rating groups and general type commands. There's a destroyerman and a Seabee, a harbor pilot and a former flight engineer who's now a full-time career counselor, a submariner and experts in communications and gunnery.

Amidst the diversity of back-

grounds and previous duty assignments, however, there are a few things the seven have in common. All have leadership ability that has been recognized and commended by their superiors. They're all interested in people: many have served as instructors, career counselors and senior enlisted advisors. All are receptive to new ideas and have demonstrated the ability to analyze problems and come up with better ways of doing things.

**The seven chiefs selected** for the advisory board to CNO are:

- **Senior Chief Aviation Machinist's Mate John E. Bland.** Chief Bland spent seven years in the Air Force as a B-36 flight engineer before shifting to the Navy in 1960. Since then he's been an instructor in maintenance, won the Navy Achievement Medal for duty with Patrol Squadron 49 in Southeast Asia and served as command career counselor and senior enlisted advisor. His superiors say he's demonstrated "an exceptional ability to analyze methods that could increase efficiency and effectiveness."

- **Master Chief Communications Technician Thomas Donohue.** Before serving as operations chief and senior enlisted advisor at Naval Communications Station Philippines, Chief Donohue was awarded the Joint Services Commendation Medal for duty with the National Security Agency from 1964-68. Also a nominee for MCPON, he helped set up an enlisted advisory board to his command's CO.

- **Master Chief Fire Control Technician Cephas Fulton.** As Chief Master-at-Arms and leading fire control technician aboard USS

*Turner Joy* (DD 951), Chief Fulton was awarded the Navy Commendation Medal for duty as plotting room officer for shore bombardment during the ship's 1969-70 deployment. Previous tours include instructor duty in San Diego, where he displayed "exceptional talent" for teaching.

- **Senior Chief Equipment Operator John W. Gannon.** A qualified nuclear power plant operator, Chief Gannon was last with Naval Mobile Construction Battalion 71. He won the Navy Commendation Medal with Combat "V" for service with NMCB 58 in the Republic of Vietnam during 1969, where he supervised building of roads and airfields. His naval background includes instructor duty at Seabee "A", "B" and "C" Schools and duty with Operation Deepfreeze 66 in Antarctica.

- **Senior Chief Radioman Barry N. Greenhalgh.** Before reporting to Naval Communications Station Harold E. Holt in Western Australia, Chief Greenhalgh had seen extensive sea duty in the destroyer's Navy. He's also served with Fleet Work Study Group, Pacific Fleet, and as an instructor at a Reserve training center. According to his superiors, he's "eager to accept responsibility."

- **Senior Chief Fire Control Technician (SS) Larry E. Jordan.** Presently chief of the boat of the Gold crew aboard USS *Francis Scott Key* (SSBN 657), Chief Jordan has completed seven Polaris deterrent patrols. He won a Navy Achievement Medal for outstanding service as leading missile technician aboard USS *U. S. Grant* (SSBN 631) in 1969. He's a graduate of nine different Navy schools.

- **Master Chief Boatswain's Mate John L. O. Ryland.** Before reporting to USS *Mispillion* (AO 105), Chief Ryland served from 1967-70 as harbor pilot at U. S. Naval Station Guantanamo Bay. Since he enlisted in 1944, he's received a total of 14 plaques and letters commending him for outstanding service and has been called "one in a thousand." Previous tours included duty as chief recruiter at the Navy Recruiting Station in Los Angeles.



# WHITE HOUSE REENLISTMENT

**WHITE HOUSE REENLISTMENT**—President Richard Nixon presided as Deputy Secretary of Defense David Packard reenlisted five men representing each of the Armed Forces. The servicemen from left: Staff Sergeant William L. Howell, USA; Sergeant Timothy M. Hughes, USMC; Aviation Maintenance Administrationman 1st Class Kent R. E. Taylor, USN; Staff Sergeant Thomas J. Blazek, USAF; and Engineman 3rd Class John R. Tidwell, USCG.

**A**VIATION MAINTENANCE Administrationman 1st Class Kent R. E. Taylor had an idea and that idea really mushroomed. Before he was through, his plan involved no less an important personage than the President of the United States along with Deputy Secretary of Defense David Packard.



Taylor wrote a letter to the Secretary of the Navy. Simple and to the point, the young sailor requested "the honor and privilege of being reenlisted by the Commander in Chief of the Armed Forces."

He didn't know it then, but this germ of a thought would gather momentum as it was "chopped" along the line in the military hierarchy. It culminated in a solemn, dignified ceremony at the White House on December 9 when Tay-

lor and four other members of the nation's Armed Forces were administered the oath of enlistment by Secretary Packard while the President witnessed the proceedings. The others reenlisted were: Army Staff Sergeant William L. Howell from Fort Benning, Ga.; Marine Sergeant Timothy M. Hughes from the Marine Barracks, Washington; Air Force Staff Sergeant Thomas J. Blazek from Offutt AFB, Nebraska; and Coast Guardsman Engineman 3rd Class John R. Tidwell of the cutter *Dauntless* out of Miami, Fla. Kent is assigned to the staff of ComCruDesLant at Newport, R. I.

"I realize," Taylor said, "that the President is very busy and that this request may be an imposition. This being true, I would therefore like to make the following suggestion: One man from each of the Armed Forces could be selected for a reenlistment ceremony performed by the President.

"I feel that such a ceremony

would lend additional prestige to our Armed Forces."

His letter to the Secretary of the Navy went to CinCLantFt, the Chief of Naval Personnel, and the Chief of Naval Operations. From there it went to the Secretary of Defense, then to the White House.

The timing couldn't have been better—Taylor's letter fell right into line with the President's desire of reducing draft calls to zero and achieving an all-volunteer force. The President personally participated in the ceremony to emphasize this goal.

Navy Petty Officer Taylor had a second reason to check off December 1970 as a red-letter month. His young son had entered the hospital earlier with a serious heart condition, requiring open-heart surgery. A few days before his Commission in Chief presided at the oath of reenlistment, Taylor received the news that the operation (paid for entirely by the Navy) was a complete success.



## from the desk of the **Master Chief Petty Officer of the Navy**

### Credit-ability



GMCM D. D. BLACK

**B**ECAUSE WE ARE MEMBERS of the armed forces and, in fact, employees of the United States Government, our salaries are established by Congress and are a matter of public record and information. It is also generally known that, although we receive a regular pay check, we are not in the Navy to get rich. And in any community or city with a large military population, you can bet that the size of your pay check is known by every used car dealer, jeweler and loan company agent in the area.

Many of these businessmen will go out of their way to sell you something or lend you something whether you have a good credit rating, a poor credit rating or no credit rating at all. Unfortunately, the monster created by many unthinking servicemen who have misused and overextended their credit, stalks them for the rest of their careers in the form of letters of indebtedness filed in their service records.

The need for obtaining and maintaining a good credit rating becomes more important every day. Credit, when properly used, allows you to enjoy tomorrow's increased purchasing power today. It also means you can borrow to meet emergencies, to educate your children or to make larger purchases and investments in the future. But the objective in handling credit is to keep it within your means and under your control. If you let credit get away from you, you may be giving birth to that credit monster. And don't forget, your credit record follows you wherever you go, in or out of the service.

However, if you're not careful, not only your credit record but your creditors will be following

you. And due to your being in the service, they'll know where to find you, if you fall behind in your payments. Your creditors also know how to put pressure on you to pay your debts, by letting your commanding officer know of your indebtedness.

**T**HE NAVY REGARDS the financial responsibility of its members to be so important as to merit the placing of an article on the subject in the *Bureau of Naval Personnel Manual*. The article outlines what steps a commanding officer must take when a man in his command fails to pay his just debts. It states that thrift is not only a virtue but for many, a necessity; it stresses that the way one handles his private financial affairs provides a reliable indication of his general character and trustworthiness; and that the failure to pay debts may jeopardize a man's security clearance status, advancement status, duty assignment, qualifications for reenlistment or extension of enlistment, and, in aggravated circumstances, may become grounds for disciplinary action or administrative discharge. In short, I can assure you that your CO will not enjoy being hounded by your creditors.

Indebtedness has not only caused men to strain their relations in the Navy, but also at home. Worrying about debts has caused more families troubles and divorces than all the "other women" put together. Harassment by creditors has caused many Navymen to press the panic button and go over the hill, ruining their service records and seriously hurting their chances in civilian life. There is no running away from the credit monster.

**I**F YOU GET INTO TROUBLE with your finances, the first thing to do is to face the problem and talk it over with someone you trust—your legal officer, your XO, people in the credit union or bank. They will be glad to help and the chances are, they will be able to help.

Of course, ideally, you want to avoid such a painful situation, and maintain a good credit rating. The first step in this direction is to save something. When you receive your paycheck, pay yourself first. Set aside a small amount each month and do not touch it except in a real emergency. You have earned this money, so keep it.

Figure what your actual take-home pay amounts to. The average family has monthly installment debts amounting to about 20 per cent of its take-home pay. If your payments are climbing over the 20 per cent mark, you may be headed for trouble. (These expenditures do not include money for rent, food and necessary expenses. They do include anything you buy on time, with the exception of a home.)

Next, realize that money is a commodity and that it can be bought and borrowed. Whether you borrow in the form of cash or in the form of merchandise, you're going to have to pay for it for a

length of time agreed upon. Therefore, there is no reason to pay more than the going market price for the commodity.

Most of the time, when shopping, you are aware of the price tag and the comparative value of items you're interested in. But too many people refuse to look at credit's price tag. Quite often a sizable amount of money can be saved by looking for the best deal before you buy. For, once you've signed an agreement, it's too late to change your mind.

**T**HERE ARE MANY places where credit or cash loans may be obtained. One form that credit takes is in "revolving charge accounts," which many department and clothing stores offer. Under this credit plan, the store agrees to extend you a determined amount, based upon your credit rating and income. You may then charge as much as you want up to that amount. Your bills are paid off in monthly installments, and you may purchase more just as long as your spending doesn't exceed the agreed-upon amount.

The charge for this type of credit is usually from one to one and one-half per cent per month on the unpaid balance. This is an effective interest rate of 18 per cent per year.

Almost all furniture and appliance stores offer credit terms, but very few of them finance their own credit. They usually sell their sales contracts to a finance company, which then becomes your creditor. Watch out for price tags marked with a "cash price" and a "time sales price." The difference is the basic cost of buying the item on credit. In addition, there may be markups or additional costs for credit insurance, credit investigations and fees. Make certain that such costs are itemized for you in writing and that you understand the terms. Also, determine whether you will receive any credit if you pay off the loan early.

Usually, by the terms of the agreement, if you fail to make the final payment on a piece of merchandise, you can lose the merchandise. Make sure none of your other possessions is put up for collateral on loans of this type.

As far as automobile dealers are concerned, the safest bet is to buy from a franchised dealer. But watch out for what may appear to be an overly generous salesman wanting to give you a very high price for your trade-in. Chances are he's adding on someplace else, and it could be to the cost of the financing.

**I**N FINALIZING any credit transactions, do not, whatever you do, sign any sales agreement or other paper which is blank. Never sign anything until all the terms are filled in and until you understand what the terms are. This advice may seem to be rather basic, but because of an apparent disregard for such simple warnings, as well as a lack of understanding on the part of many Navymen,

the Bureau of Naval Personnel receives thousands of letters of indebtedness to file away in people's service jackets each year. This number does not include letters received by commanding officers.

Be aware that loans from lending companies which advertise rates as low as "only three per cent" will be paid back at an effective interest rate of 36 per cent annually. The ads mean three per cent per month. Not even the federal government can borrow money at the rate of three per cent per year.

This rate of interest is common among small loan and industrial loan companies under the supervision of State Banking Commissioners. Usually, small loan companies charge up to 36 per cent on the first \$300 balance of a loan, 24 per cent on the next \$200, and 12 per cent on the next \$300, resulting in an average rate of 24 per cent per year.

**A**S LONG AS THE NAVY has been in existence, there have been sailors willing to make small loans to their shipmates until the next payday. Some of these seemingly altruistic money brokers have been known to ask \$10 repayment for a \$5 short-term loan. However, the normal going rate is usually \$7 back for every \$5 loaned. Such a deal seems harmless enough among shipmates, but at what rate are you really paying? If you borrow \$10 and agree to repay \$14 on the next pay day, you are paying at an interest rate of 1440 per cent!

To be on the safe side, many people in the services borrow from or arrange financing through a bank or credit union. Both offer rates which are lower than those of the smaller loan companies.

Of interest to an increasing number of Navy personnel are credit unions established to serve military and civilian personnel of the Department of the Navy. These on-base credit unions have lending policies which are as liberal as possible. They have been told to avoid unnecessarily restrictive, unreasonable or out-of-date rules on the size and types of loans, on security and on the waiting period before loan eligibility may be granted.

Navy credit unions have also been charged with providing counseling services on financial matters, and with offering assistance to servicemen in pay grades E-1, E-2 and E-3 who apply for loans.

\* \* \*

Ideally, when you can, pay cash. It saves you money in the long run. But when you must borrow or buy on credit, shop around for the best buy. Don't believe anything you hear, and only what is in writing.

And always compare the cost of credit in dollars and cents. Remember, you pay off your loan in dollars and cents and not in "per cents."

# FEBRUARY EXAMS

**F**EBRUARY WILL BE HERE before you know it. If you were unsuccessful in August or are newly eligible, now's a good time to start studying for the next advancement exams, which are scheduled as follows:

<b>PO3</b>	<b>Tuesday, 2 Feb 71</b>
<b>PO2</b>	<b>Thursday, 4 Feb 71</b>
<b>PO1</b>	<b>Tuesday, 9 Feb 71</b>
<b>CPO</b>	<b>Thursday, 11 Feb 71</b>

The following items of general interest concerning the Feb exams were announced in BuPers Notice 1418 (19 Oct 1971):

- Navy men who submit Fleet Reserve applications after 1 Jan 1971 (which would normally be approved for a date after 1 July) are ineligible to compete.



- An over-all performance mark average of not less than 3.0 is required for eligibility. This is a minimum requirement; local commands retain the responsibility for limiting eligibility to fully qualified Navy men.

- Waivers for time in rate and time in service will not be granted by the Chief of Naval Personnel, except in those rare instances (such as administrative error) when a Navy man would otherwise suffer an injustice through no fault of his own.

- Advancement multiple credit has been assigned to the following medals (as announced in last month's Navy News Briefs): Meritorious Service Medal—three points; Combat Action Ribbon—two points.

**O**F MORE SPECIALIZED interest are the following:

- *Aviation electronics and aviation fire control technicians* — exams for ATR, ATN, AQB and AQF will be administered through February 1971.

- *Fire control technician (missiles)* — Navy men competing for advancement in the FTM rate are assigned to a designated system and will be examined in that system: Point Defense, Tartar, Talos or Terrier.

- *Mineman* — the requirement to complete MN Class "B" School for advancement to MNC is waived for qualified explosive ordnance disposal (EOD) personnel.

- *Personnelman* — undesignated seamen must complete PN Class "A" School to be eligible for advancement to PN3.

- *Photographic intelligenceman* — the requirement to complete correspondence course NavPers 91592-B for advancement to PT3 or PT2 is waived for the February 1971 exams. The requirement to complete PT Class "A" School remains in effect.

- *Shipfitter* — the service ratings SFM and SFP have been disestablished. Exams will be administered in the shipfitter general rating.

- *Steward* — stewards and stewardsmen authorized by the Chief of Naval Personnel to compete in exams for change of rate or advancement to a rate other than SD should indicate their correct present rating on examination answer sheets.

BuPers Notice 1418 has the details on how to order advancement exams for certain rating specialties.

## HOW MUCH DOES RETIRED SERVICEMAN'S FAMILY PROTECTION COST?

If you're nearing retirement, you've probably heard about the Retired Serviceman's Family Protection Plan (RSFPP), formerly known as the Contingency Option Act. It's a way of providing an annuity for your wife or children, in the event of your death in retirement.

How much will RSFPP cost you? The percentage cost per dollar of annuity protection was reduced this year; the latest cost tables appear in BuPers Notice 1750 (15 Oct 1970). Basically, a retiring Navy man may select any annuity amount, as long as it's not more than 50 per cent nor less than 12.5 per cent of his gross monthly retired pay (but in no case less than \$25). A percentage of this amount, determined by his and his dependents' ages and the option he selects, is withheld from his monthly retired pay check; federal income tax is paid only on the reduced amount.

You are urged to find out what RSFPP is all about. More information is available from your personnel officer or career counselor.





Captain Robin L. Quigley, USN

## LONG MAY THEY WAVE

*Here's more on the new Director of Waves and Assistant Chief of Naval Personnel for Women (whose appointment was announced in Navy News Briefs, All Hands, December 1970).*

**C**APTAIN ROBIN L. QUIGLEY, USN, at 41, is one of the youngest of the eight directors of women the Navy has had since the Waves' establishment in 1942.

She was born in Prescott, Ariz. Her father is retired Air Force Lieutenant Colonel Patrick A. Quigley of Shingle Springs, Calif.

The new Wave director entered the Navy as an ensign in 1954, three years after graduating from Dominican College in San Rafael, Calif., where she received a Bachelor of Music degree.

After officer indoctrination school at Newport, she served in the Strategic Plans Division, Office of the Chief of Naval Operations, and beginning in May 1957 was assigned to the staff of the Naval War College as Assistant Guest Lecture Officer.

In October 1959, CAPT Quigley became the recruiting officer for Waves and Enlisted Programs at the recruiting station in San Francisco, and in September 1961 was selected to serve as secretary to the Chief of Naval Operations.

In October 1963, CAPT Quigley traveled to Paris for service as a senior aide with the U. S. European Command staff, and was awarded the Joint Service Commendation Medal.

In January 1966, she became head of the Direct Appointment and Officer Candidate School (W) Section, Recruiting Division, BuPers, and won the Navy Commendation Medal.

From April 1969 until her selection to become Director of Waves and Assistant Chief of Naval Personnel for Women, CAPT Quigley served in an administrative capacity at the Submarine School, Groton, Conn.

She was picked from below the zone for promotion to CDR in April 1970, and served in that grade for only nine months before moving into the top Wave post, and corresponding grade of CAPT, effective 4 Jan 1971.

**C**APTAIN RITA LENIHAN, USN, outgoing Director of Waves, will move from BuPers to the Pentagon and commence her duties with the Office of the Deputy Chief of Naval Operations for Fleet Operations and Readiness.

Under CAPT Lenihan, who has served as Director of the Waves since September 1966, the Waves enjoyed an era of growth which included a 20 per cent increase in Navy womanpower after the President directed that the opportunity to serve in the military be made available to more women.

CAPT Lenihan prepared the Navy testimony for the legislation which was enacted to remove restrictions on promotion opportunities for women in the Navy. This law resulted in the historic selection of the first seven women to serve in the U. S. Navy with the permanent grade of captain.

CAPT Lenihan established the first officer exchange program between the United States and Great Britain, and during her service as Director, women officers were enrolled for the first time as students at the Naval War College.

Captain Rita Lenihan, USN



## Compressed Air is Only Air—But So Is a Hurricane and Both Can be Deadly

Compressed air tools, properly maintained and properly used, are safe and reliable pieces of equipment. But misused, they can be dangerous, disfiguring and even fatal.

The jokester who clowns around with the compressed air tank ought to have his head examined because compressed air is no joke. The same goes for the untrained and the inexperienced.

Nor is the guy who uses the air jet as a clothes brush very smart. Some strange and tragic accidents have occurred because of the misuse of compressed air. Here are a few examples of what can happen:

- A blast of air at 40 pounds per square inch can rupture an eardrum at a distance of four inches, and even cause a fatal brain hemorrhage.

- As little as 12 pounds of compressed air per square inch can "pop" an eyeball from its socket.

- Compressed air under 80 pounds of pressure has struck a small wound on a person's hand and blown his arm to twice its normal size. It can also cause shooting pains from the fingers to the shoulders and cause air bubbles to enter the bloodstream.

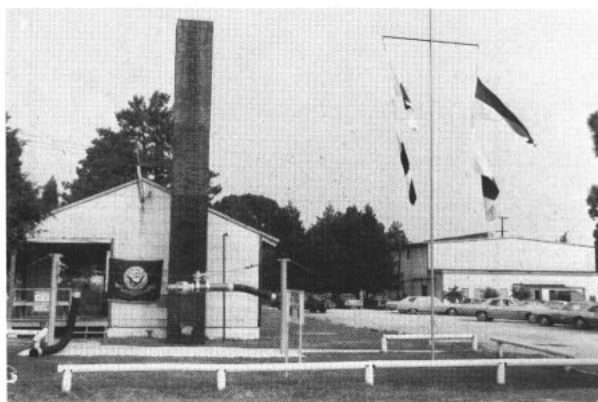
The fact that compressed air is only air shouldn't mislead the unwary. A hurricane or a tornado is only air, but both do considerable damage.

Those who use compressed air in their work should do so with care and hang onto the hose. It can become as dangerous as a bullwhip when air stored at 80 pounds per square inch is released unchecked.

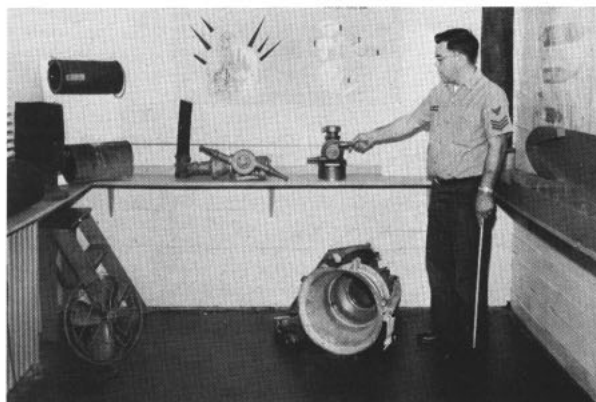
*Always* wear prescribed personal protective equipment. Continuously check the condition of tools and air hose to make sure that they do not show evidence of damage or failure, and that connections and couplings are tight.

This is a strong word of advice, as passed on to ALL HANDS through the courtesy of the Naval Material Command's *Safety Review*.

## NAVYMEN TRAIN AT FT. LEE, VA.

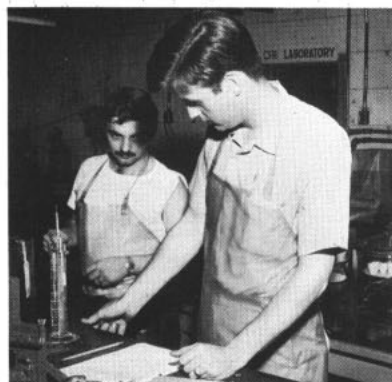


A few naval touches have been added to the QM School classroom building by Navy instructors.



An MM1 demonstrates a modern device for cleaning the inside of petroleum tanks.

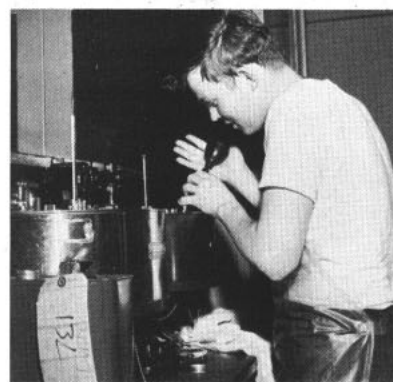
An SK3 operates a flash point tester in a laboratory test.



FNs test the amount of solvent in aviation gas with the MK III detector kit.



Checking the specific gravity of fuels is part of the lab portion of the course.



## Communications Management Is Subject Of New NPGS Master's Degree Program

A new master's degree curriculum in Communications Management has been established at the Naval Postgraduate School, Monterey, Calif. Two classes were convened in the spring and fall of this year with a combined total of 46 naval officers enrolled.

The Communications Management curriculum (USNAVPGSCOL #620 for your preference card) was specifically designed last year for the young naval officer with communications background or inclination and a preference for management rather than engineering graduate education.

This curriculum is designed to provide the technical and organizational fundamentals to coordinate all phases of management of communications systems on the national, joint and naval service levels. Admission to the curriculum requires a baccalaureate degree including mathematics through college algebra

and trigonometry. You should be ready to start calculus upon enrollment. You're not alone if you feel you can't handle calculus right away, and that is the reason that enrollment in a refresher course, a month before the academic year, is recommended for many naval officers. Also, many naval officers are detailed first to a curriculum in which they can be brought up to academic speed and then transferred to a curriculum such as Communications Management. Flexibility, if it is for your benefit, is the rule not the exception at the Naval Postgraduate School.

If you have been ineligible in the past for a graduate education because of average grades in your baccalaureate background, check the prerequisites for the Communications Management curriculum. You may be in for a pleasant surprise. The Navy wants the naval officer with latent as well as assured academic potential.

This curriculum is unique. It is the first technical

There was no mixup when Navy-men with orders to Fleet oiler (AO) duty in the Atlantic began checking into the Army Quartermaster School at Ft. Lee, Va. The Navy recently occupied a building there which has training facilities only a Fleet oiler sailor can appreciate.

The building was designed solely for Navy petroleum training. Facilities include classrooms and an equipment exhibition area.

The course is open to officers and enlisted men who serve on board or have orders to Atlantic Fleet AO duty. Men from other Fleet units may attend the course on a space-available basis. (A counterpart course for the Pacific Fleet is at San Pedro, Calif.)

This important training helps the AO Navy-men provide safe and timely delivery of quality petroleum products to other ships of the Fleet. This can be demanding, because the utmost care must be taken to insure that fuel does not become contaminated with seawater. Underway refueling is a tricky business, particularly in rough weather, and a sure knowledge of correct procedures is indispensable to getting the job done right the first time. Modern equipment such as the automatic PROBE fuel line connector helps, but the key to suc-

cess is still properly trained crews.

Petroleum is essential to the Navy, but it has a major drawback. It is extremely dangerous. Fire, explosion, suffocation, and exposure burns are hazards on the minds of men who work with petroleum products. Students of the Navy Petroleum Course are given thorough training in proper safety equipment and procedures.

The danger of fire and explosion is given particular emphasis. Students learn the nature and classes of fire as well as methods of extinguishing it. They also become familiar with the combustible gas indicator, a safety device used to measure the explosive potential of petroleum products.

Safety clothes and equipment must be used when working with petroleum products under certain conditions. These include such items as nonsparking metal tools and special respiratory equipment such as the MK 5 gas mask and self-contained OBA.

Tank cleaners, who must enter huge storage tanks with high pressure hoses, must wear white or international orange clothes, acid-resistant boots, and use an air line hose and protective mask.

Tank cleaning has been improved by new semiautomatic cleaning de-

vices and a jet, which sprays a high-pressure stream of water at 175 to 185 pounds of pressure. The device is lowered into the tank where it revolves on two planes.

One week of the course is spent in the laboratory, where students acquire a working knowledge of the tests and procedures used to perform quality surveillance of fuel handled aboard Fleet oilers. These include the API Gravity, Visual Color, and Viscosity tests, and the use of free water and contaminated fuel detector kits. As a final examination the students perform all these tests and explain their significance.

Many of the students are challenged by the methods used to take a quality control sample from storage tanks. To obtain an "all level" sample, a bottle is lowered to the bottom of the tank and then pulled slowly to the top. The object is to get an equal blend from all levels of the tank, but a steady hand is required to do this correctly.

Among other areas studied are computations of ship stress, stability, and draft. Students learn how to load ships without creating undue stress on the hull, and they learn to use the "draft computer," which enables them to determine how deeply a ship lies in the water no matter what the sea conditions.



The three to four months of flight training some 500 student pilots every year receive at NAS Meridian, Miss., are an important part of the lengthy indoctrination which leads to gold wings and designation as a naval aviator.

Most of the students report to Meridian after officer candidate indoctrination and preliminary

flight training at Pensacola, where they learn to fly the propellor-driven T-34. While in Meridian, they'll make their first jet solos, receive about 50 hours of flight experience in the T-2 *Buckeye* jet training aircraft, and master the techniques of jet acrobatics, night and formation flying.

Seven weeks of ground school

await the student reporting to Meridian. He'll study meteorology, aerodynamics, navigation and leadership. His days will be spent half in the classroom and half in his airplane with an assigned instructor. Before he flies, he'll master his classroom subjects and attend flight support lectures where he'll learn exactly what to expect, what

## A STEP TOWARD GOLD WINGS



management curriculum offered at the Naval Postgraduate School, and the only such curriculum offered at any school in the United States, military or civilian. Naturally, it is a master's degree program.

Courses include 44 hours of management (100 per cent graduate level), eight hours of computer science (50 per cent graduate level), 24 hours of electrical engineering (100 per cent undergraduate level and aimed at the manager, not the engineer), 20 hours of mathematics (25 per cent graduate level), and four hours of operations analysis (100 per cent graduate level). All this in six quarters!

Don't hold back. Put Communications Management (USNAVPGSCOL #620) on your preference card. The Navy wants *you*. This curriculum may be exactly what *you* have been looking for.

### Stewards Encouraged to Switch Rate, Ratings in Excess of Requirements

The Steward rating is still manned in excess of requirements and requests for change of rate or rating

are being encouraged.

Requests are desired from personnel meeting the test score requirements for Class "A" school training. (In this regard, a maximum waiver of 10 points of a combination score will be considered.) Stewardsmen (non-petty officers) not meeting the test score requirements for Class "A" school training, but having a minimum combined GCT plus ARI score of 90, and who are recommended by their commanding officer, are eligible to request a change of apprenticeship.

Requests are also being considered from petty officers and non-petty officers who do not meet the criteria for a change of rate. Those not meeting the test score requirements may request authorization from the Chief of Naval Personnel to compete in a Navywide examination for other than SD, if recommended by their commanding officers and eligible for the other rating. Authorization will normally be granted for a change of rate to one appearing on the Open Rates List and not requiring formal school training: BM3, BM2, SM3, BT3, DC3, DC2, DC1,

to look for, and how to respond to almost any situation.

When the student is ready for flight, he's briefed by his instructor, who makes sure all procedures are clear. Then the pilot-to-be checks out his aircraft by reviewing the "yellow sheet" which records any past discrepancies.

Next step is to preflight the air-

craft itself, checking and double-checking for mechanical discrepancies. Oil and fuel systems, escape system, tires and all other equipment are checked and checked again.

A plane captain assists them in preflight, strapping in and starting the aircraft. The tower clears them for take off. It's now that the days

and months of training and study begin to pay off.

After completing training at Meridian, student aviators return to Pensacola for air-to-air gunnery and carrier landing exercises. Then it's on to southern Texas for the final step—advanced jet training in the TA-4 *Skyhawk* or TF-9 *Cougar*.



Far left to right: **A DAY IN THE LIFE OF A STUDENT**—By marking a check on the board the student indicates that he is ready to be briefed for the upcoming hop. (2) An aircraft is signed out on the "yellow sheet" which lists any past discrepancies and other information pertaining to the aircraft. (3) A student and his instructor discuss flight procedures. (4) A student pilot is met by a plane captain on the ramp. The plane captain will assist in preflight, strapping in, and starting. (5) A good preflight is essential. (6) The student pilot readies himself in the cockpit.

EM3, EN3, EN2, IC3, IC2, MM3, MM2, SF3, SF2, BU3, CE3, CM3, EA3, EA2, SW3, UT3, AMH3, ASM3, and ASE3. Successful TN candidates may be authorized advancement to PO3 or, if passed but not advanced, may be designated strikers in the new rating. Successful petty officers will be authorized a lateral change of rate. Requests may also be submitted for change of rate to one not appearing on the Open Rates List; however, favorable consideration will depend upon the need for additional men in the requested rate. Owing to the large number of conversions authorized as a result of the February and August 1970 examinations, requests for change of rating to CS, SK, DK, or SH are no longer being approved.

The provision to permit personnel who do not meet the existing standards for change of rate or rating to compete in a Navywide examination is a temporary measure to alleviate rating imbalances.

All requests for change of rate or to participate in a Navywide examination for change of rate must be submitted to the Chief of Naval Personnel.

### Question on Your Assignment Status in the Atlantic? Here's a Number to Call

Navy men who want a conference with their EPDOLANT detailer can have one any working day between the hours of 0800 and 1630 whether or not they are in Norfolk.

The detailer is available to answer inquiries of Atlantic Fleet enlisted men and officers, and can be reached personally or by telephone.

In making this service available, EPDOLANT's primary objective is to give full and timely consideration to the desires and special needs of Navy men and the requirements of the Atlantic Fleet.

For men who are in Norfolk and want to see their detailer personally, EPDOLANT is located in Building X-18 on Dillingham Boulevard, U. S. Naval Station.

Navy men who want to use the telephone can dial area code 703 or Autovon 690, then dial whichever of the following desks they wish to reach: EPDOLANT Duty Desk, 444-2659; ComSubLant, 444-2817; ComCruDesLant Pers Rep, 444-7891; CoMinLant Pers Rep, 444-4231; or ComNavAirLant Pers Rep, 444-4455.

## bulletin board

### Watch Those Curves and Soft Shoulders, Especially at Night

*Night driving is different. That seems obvious, but many drivers do not understand how different. When darkness falls, they are driving in another world, yet they still use their daytime habits and attitudes.*

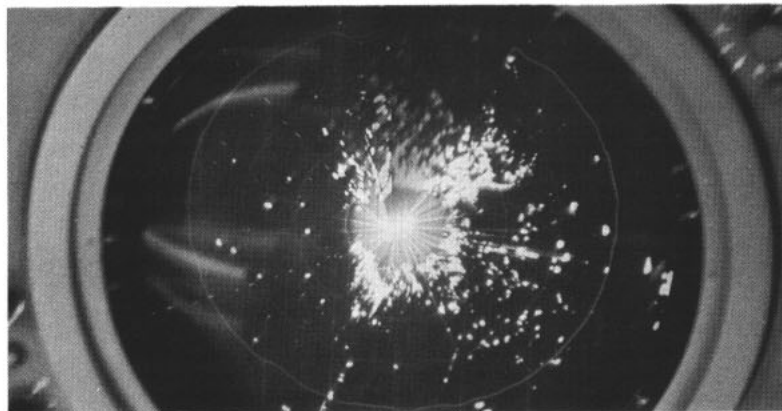
**S**TATISTICS SHOW that fatal accidents increase sharply at night, especially during the twilight hours between 5:00 and 8:00 p.m. Although fewer people drive at night, three out of five city traffic deaths and more than one-half of the rural traffic deaths occur during the hours of darkness.

What is so dangerous about the early evening hours? Experts say that as daylight fades into twilight and then into darkness, drivers fail to adjust to the changing light conditions. They blunder into a twilight trap in which daylight has faded and artificial light does not do much good. Heavy traffic during the rush hours also contributes to the twilight threat.

The statistics are particularly sobering for motorists to keep in mind during the shorter daylight hours and bad weather conditions of winter. The following recommendations for drivers, urban and rural, were published by the Naval Safety Center:

- Pull into the stream of traffic more cautiously than in daylight.
- Observe lane markings, keeping to the right except when passing.
- Pass with extra care, using added caution at bridges, narrow lanes, and places where the road may narrow.
- Give the driver ahead of you plenty of room, and be particularly alert in watching for his signals.
- Always give pedestrians or animals the right-of-way.
- If you feel drowsy, get off the roadway as soon as possible.
- Don't overdrive your headlights, particularly when driving at high speeds.
- Make special adjustments for bad weather.
- Don't use parking lights when in motion.
- Keep your windshield and windows clean, inside and out.
- If an approaching driver fails to dim his lights after you signal him, don't keep your bright lights on too.

Remember, 90 per cent of your decisions as a driver and the actions you take are based on what you see. Of the factors involved in safe nighttime driving, the driver's vision is most important.



Above left: From the radar room ("blue room") air controlmen monitor and direct air traffic. (Photo taken before the new facility was in operation.) Above: Men in the control tower direct all traffic within Oceana's control area and give instructions to pilots to prevent collisions between aircraft landing and taking off. Left: Trained controlmen are able to identify which blips on the screen are aircraft. Facing page: An AC3 radios to a pilot that he is clear to land.



Periodic vision checks are a must as a driver grows older. At night, vision defects are exaggerated, and on today's high-speed highways, especially, small errors can make the difference between life and death.

### **VA Expansion of Home Loan Guarantee Policy Includes Even Mobile Homes**

Navy men who are veterans and who haven't yet used their GI home loan entitlement may want to purchase a mobile home. For those who qualify, the Veterans Administration is now authorized to guarantee such loans and, where money is not otherwise available, the VA will even consider making the loan itself.

Starting 22 December, the VA guarantees up to 30 per cent of the loan for a mobile home although no loan may exceed \$10,000, or \$17,500 when the purchase includes a suitable lot.

Once the loan has been made, however, the veteran may not use his \$12,500 home loan guaranty eligibility to purchase a conventional home until the loan on the mobile home has been completely repaid.

The same law which provides financing for mobile homes also restores expired G.I. loan benefits to some 8.9 million World War II and Korean Conflict veterans. In addition, it preserves these benefits (until they

### **Mayport Commissary Has Twice the Space—Just Like Downtown**

A new commissary has opened at Naval Station Mayport, Fla.

The store has nearly twice the area of the old commissary, and is equipped with eight checkout counters which can be expanded to 11 if necessary.

Other features include ceramic, quarry, and resilient tile, fluorescent lighting, and parking space for 165 cars. The new store is in a more accessible location than the old one, away from the station's busy operating areas.

According to Mayport wives, the new commissary is bigger, better and more conducive to pleasant shopping—"just like downtown."

are actually used) for all veterans who served after 31 Jan 1955.

Another provision in the law eliminates the .5 per cent funding fee the Veterans Administration formerly required post-Korea veterans to pay on guaranteed and direct home loans. This provision, however, does not affect loans made before 23 Oct 1970 when the bill was signed into law.

# **AIR CONTROLMEN Keep The TRAFFIC MOVING**



"Tigerpaw 672, this is Eastcoast Tower, you're cleared to land on runway 5 Right, no other traffic."

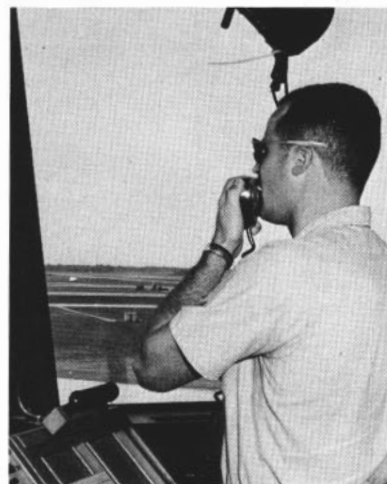
Day and night, rain or shine, air controlmen are responsible for the safe, orderly and expeditious flow of naval air traffic.

At NAS Oceana, for instance, five watch officers and more than 60 air controlmen man the tower, radar room and flight clearance desk. In the control tower one man radios instructions to all aircraft operating under Visual Flight Rules (VFR). Another controller—

the flight data man—coordinates all flight plans. A third is responsible for the movement of aircraft and other vehicles on the ground.

When the weather drops below VFR minimums and a pilot can't use the horizon and other visible landmarks in his approach, he switches to an instrument landing. ACs in the air station's radar room take over to monitor the plane during its final approach.

The radar indicates the altitude and distance of the aircraft, as well as its position to the right or left



of the runway. The controlman simply "talks" the pilot down an electronically indicated glide path on the scope, which brings the airplane in for a safe landing.

Because of the volume of air traffic—about 25 to 30,000 take-offs and landings per month at NAS Oceana—every member of an air control team must be well trained and highly efficient. An error on the job could result in the death of pilots and crewmembers, as well as the loss of millions of dollars worth of aircraft.

## RVN Decorations, Orders and Emblems Authorized for Wear by Navymen

**N**AVYMEN ARE AUTHORIZED to accept and wear decorations, orders and emblems which are conferred by the government of the Republic of Vietnam upon its own military forces (or by any other friendly foreign nation whose personnel are serving in Vietnam).

Specifically, Navymen may accept and wear the following Vietnamese military decorations (listed in order of precedence):

### National Order of Vietnam

Military Merit Medal

Army Distinguished Service

Order

Air Force Distinguished Service

Order

Navy Distinguished Service

Order

Army Meritorious Service

Medal

Air Force Meritorious Service

Medal

Navy Meritorious Service Medal

Special Service Medal

Gallantry Cross

Air Gallantry Cross

Navy Gallantry Cross

Hazardous Service Medal

Life Saving Medal

Armed Forces Honor Medal

Staff Service Medal

Technical Service Medal

Training Service Medal

Civil Actions Medal

**T**HE FOLLOWING Vietnamese civilian decorations may be accepted and retained:

Kim Khanh Medal

Chuong My Medal

Justice Medal

Rural Revolutionary

Development Medal

Economy Medal

Dedicated Service Medal

Labor Medal

Agricultural Service Medal

Medical Service Medal

Administrative Service Medal

Veterans Medal

Police Self Defense Forces

Medal

Social Service Medal

Psywar Service Medal

Youth and Sports Medal

Finance Medal

Public Works, Communication

and Transportation Service

Medal

Ethnic Development Medal

**T**HESE CIVILIAN DECORATIONS will not be worn, however, except as specifically authorized in Navy uni-

### A MATTER OF INTEREST

Navymen who purchase U. S. Savings Bonds will find the interest which now accrues is more interesting. The yield on Series E and Series H Bonds has been increased to five and one-half percent retroactive to 1 Jun 1970.

Series E Bonds, which are accrual-type securities, are sold at 75 per cent of their face value and interest is paid by gradual increase in the bonds' redemption value.

Unlike older Series E Bonds which matured in from seven to 10 years, these bonds mature in five years and 10 months.

Series H Bonds are current-income securities which mature in 10 years. They are sold at face value and interest is paid by semiannual checks issued by the Treasury.

Outstanding Series E and H Bonds have also had their yields increased by one-half per cent for semiannual interest periods beginning on or after 1 Jun 1970. The increased interest is payable as a bonus at maturity.



form regulations. Any Vietnamese decoration not listed must be forwarded to the Secretary of the Navy via the chain of command for approval of acceptance.

Acceptance of foreign awards is regulated by a few basic considerations, among them:

- Only one foreign decoration will be accepted for the same act or achievement (except that an award for a specific act will not preclude a later award for the period of service during which the act was performed).

- Awards will be screened by local commands to insure that the act for which the award is offered merits such recognition.

- No foreign decoration may be accepted for duty in connection with the Military Assistance Program.

For more information on foreign decorations, see SecNav Instruction 1650.23 series.

### List of New Motion Pictures Currently Available to Ships and Overseas Bases

Here's a list of recently released 16mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Chisum* (WS) (C): Drama; John Wayne, Forrest Tucker.

*The Mercenary* (WS) (C): Western; Franco Nero, Tony Musante.

*Let it Be* (C): Musical; The Beatles.

*One More Time* (C): Comedy; Sammy Davis, Jr.,

Peter Lawford.

*The Sicilian Clan* (WS) (C): Melodrama; Alain Delon, Irina Demick.

*The Last Grenade* (WS) (C): Drama; Stanley Baker, Alex Cord.

*The Out-Of-Towners* (C): Comedy; Jack Lemmon, Sandy Dennis.

*Pussycat, Pussycat, I Love You* (C): Comedy; Ian McShane, Anna Calder-Marshall.

*The Cheyenne Social Club* (WS) (C): Comedy; James Stewart, Henry Fonda.

*The Games* (WS) (C): Drama; Michael Crawford, Charles Aznavour.

*They Shoot Horses, Don't They?* (WS) (C): Drama; Jane Fonda, Susannah York.

*The Secret of the Sacred Forest* (C): Drama; Gary Merrill, Jon Provost.

*The Looking Glass War* (WS) (C): Drama; Christopher Jones, Ralph Richardson.

*The Hawaiians* (WS) (C): Drama; Charlton Heston, Geraldine Chaplin.

*My Lover, My Son* (C): Drama; Romy Schneider, Donald Houston.

*Destiny of a Spy* (C): Drama; Lorne Greene, Victor Beaumont.

*A Walk in the Spring Rain* (WS) (C): Drama; Anthony Quinn, Ingrid Bergman.

*Darling Lili* (WS) (C): Musical Comedy; Julie

Andrews, Rock Hudson.

*The Cockeyed Cowboys of Calico County* (C): Western; Dan Blocker, Nanette Fabray.

*Rider on the Rain* (C): Drama; Charles Bronson, Marlene Jobert.

*Beneath the Planet of the Apes* (C) (WS): Science Fiction; Charlton Heston, James Franciscus.

*John and Mary* (C) (WS): Drama; Dustin Hoffman, Mia Farrow.

*Tell Me That You Love Me, Junie Moon* (C): Drama; Liza Minnelli, Robert Moore.

*Start the Revolution Without Me* (C): Historical Satire; Gene Wilder, Donald Sutherland.

*Zig Zag* (C) (WS): Suspense Drama; George Kennedy, Anne Jackson.

*Patton* (C) (WS): War Drama; George C. Scott, Karl Malden.

*Loving* (C): Drama; George Segal, Eva Marie Saint.

*Naked Under Leather* (C): Drama; Alain Delon, Marianne Faithful.

*The Virgin Soldiers* (C): War Comedy; Lynn Redgrave, Hywel Bennett.

*In Search of Gregory* (C): Drama; Julie Christie, Michael Sarrazin.

*Hell Boats* (C): Drama; James Franciscus, Elizabeth Shepard.



**A HISTORIC OCCASION**—Meet the Navy's first four-star admiral from the "Restricted Line" category: Jackson D. Arnold, USN. Here he is seen receiving congratulations from (left to right): Admiral Bernard Clarey, Vice Chief of Naval Operations; Admiral Elmo R. Zumwalt, CNO; Admiral Jackson D. Arnold, Chief of Naval Material; SecNav John H. Chafee; Under Secretary of the Navy John W. Warner; and Assistant Secretary of the Navy for Installations and Logistics Frank P. Sanders. Admiral Arnold is the first Aeronautical Engineering Duty Officer ever to attain the rank of Admiral. The AEDO category is a part of the group classified as the Restricted Line. In command of the Naval Material Command, Admiral Arnold has responsibility for 65 per cent of the Navy's civilian manpower, for 55 per cent of all Navy shore facilities, and for over half of the Navy's annual budget of about \$22 billion.



# DUTY TOURS

## Overseas Locations

Country or Area	Tour With Dependents (In months)	Tour Without Dependents (In months)
<b>Alaska</b>		
Anchorage area, including Elmendorf AFB and Fort Richardson	36	24
Fairbanks area including Eielson AFB, Fort Wainwright and Ladd AFB	30	18
Big Delta area including Fort Greely, Juneau and Kenai-Whittier area including Wildwood Station	24	18
Bethel, Kodiak Island and Nome	24	12
Aleutian Peninsula, Islands west of 162nd meridian including Adak, Attu, Dutch Harbor and Point Barrow area	18	12
Clear, Fire Island and Murphy Dome	NA	12
American Samoa	NA	12
Antarctic region	NA	Indef
Argentina	36	24
Aruba	24	18
Ascension Island	NA	12
Australia (except as indicated)	36	24
Alice Springs and North West Cape	24	18
Austria	36	24
Azores	24	15

<b>Bahamas</b>		
Eleuthera	24	18
Andros Island	24	12
Grand Bahama Island, San Salvador and Turks and Caicos	NA	12
Bahrein Island	18	12
Belgium	36	24
Bermuda	36	24
Bolivia	24	18
Brazil (except as indicated)	36	24
Recife, Salvador and Santa Cruz	24	18
Fortaleza	NA	18
Burma (except Rangoon)	24	12
Rangoon	24	14
<b>Cambodia</b>	24	12
<b>Canada</b>		
Metropolitan areas	36	24
Labrador (except Goose AB)	24	12
Goose AB	24	15
Senneterre, Quebec, St. Margarets, New Brunswick	24	12
Newfoundland		
St. Johns	36	24
Argentina	24	18
Stephenville	NA	12
Other areas	24	12
ChiChi Jima	18	12
Chile	36	24
Christmas Island	NA	12
Colombia	36	24
Congo (Kinshasa—formerly Leopoldville)	24	12
Corsica	NA	18
Costa Rica	36	24
Cuba		

<b>Guantanamo</b>	24	12
<b>Cyprus</b>	24	12
<b>Dahomey</b>	24	12
<b>Denmark</b>	36	24
<b>Dominican Republic</b>	36	13
<b>Ecuador</b>	36	18
<b>Egypt</b>	36	24
<b>El Salvador</b>	36	24
<b>Eniwetok</b>	NA	12
<b>Ethiopia-Eritrea (except as indicated)</b>	24	18
<b>Asmara</b>	30	18
<b>Harrar, Missau and isolated areas</b>	NA	12
<b>Fiji Islands</b>	NA	12
<b>France</b>	36	24
<b>Germany (except as indicated)</b>	36	24
<b>Todendorf</b>	24	18
<b>Greece</b>		
Athens, Ekali, Elefsis, Erithraia, Katsimidhi, Keretea, Kifisia, Koropi, Marathon, Parnis, Pateras, Pendelikon and Piraeus	30	18
<b>Crete (except Soudha Bay)</b>	24	18
<b>Soudha Bay</b>	NA	12
<b>Other locations</b>	NA	12
<b>Greenland</b>	24	12
<b>Guam</b>	24	18
<b>Guatemala</b>	36	24
<b>Guinea</b>	24	12
<b>Haiti</b>	36	24

HERE's a revised list of overseas duty stations and standard overseas tour lengths as described in the latest change (Change 4) to BuPers Inst 1300.26D.

Generally, the time creditable on your overseas tour begins on the day you actually depart from the United States.

Technically speaking, overseas duty consists of military duty performed while assigned to a military installation or activity permanently located at a land station outside the United States or in Alaska or Hawaii.

Unless otherwise indicated, a standard tour begins with the departure from a United States port (except in Alaska or Hawaii) and ends with the day of return on permanent change of station.

The length of overseas tours is subject to change. Locations indicated by "N/A" are areas where dependents are not permitted.

Listing of an area does not necessarily mean that a naval activity is located in that area, as this is a composite listing of interest to all the military services.

These tour lengths do not apply to attache personnel.

Hawaii	36	24
Honduras	24	18
Hong Kong	36	24
Iceland	24	12
India	24	12
Indonesia	24	14
Iran (except Teheran)	24	12
Teheran	24	18
Iraq	24	18
Italy (except as indicated)	36	24
San Vito and Brindisi	30	18
Ghedi, Gioia		
Del Colle, Marina		
Franca, Piacenze,		
Rimini, Sigonella		
and Mt. Corna	24	18
Mt. Venda,		
Mt. Virgine	24	15
Piano di Corsi,		
Mt. Finale, Ligure	NA	18
Monte Limbara, Mt.		
Calverina, Mt. Grappa,		
Mt. Pizzoz, Mt. Horara,		
Naz Sciavese, Reggio		
and Zello	NA	15
Cima Gallina,		
Gambarie, Mt.		
Cimona and Mt.		
Paganella	NA	12
Ivory Coast	24	12
Reggio and Zello	NA	15
Cima Gallina,		
Gambarie, Mt.		
Cimona and Mt.		
Paganella	NA	12
Ivory Coast	24	12
Iwo Jima	NA	12
Japan (except as indicated)	36	24
Seburiyama	36	24
Misawa A.B.	30	18
Iwakuni	24	18
Osaka	NA	15
Wakkanai	24*	15
Akashi and Kobe	24	15
Akizuki Kure	24	13
Kashiwa	NA	15
Fuji Manuever area		
and Kokura (in-		
cluding Yamada)	NA	13
Isolated areas		
including Abashiri,		
Asoiwayama,		
Mineikayama, Mito,		
Namaike, Nemuro,		
Ominato, Takayama		
and Wajima	NA	12
Johnston Island	NA	12
Jordan	24	12
Korea	24	13
Kwajalein	24	12
Laos	24	12
Liberia	24	12
Libya (except as indicated)	24	12

Tripoli including		
Wheelus AB	24	15
Benghazi, El Uotia		
and Misurata	NA	12
Mahe Island, Seychelles	24	13
Malaysia	NA	12
Mali	24	12
Malta	24	12
Mexico	36	24
Midway Island	18	12
Morocco		
Kenitra (including		
Rabat, Bouknadel		
and Sidi Yahia)	24	15
Country or Area	(In months)	(In months)
Nepal	24	12
Netherlands	36	24
New Zealand	36	24
Nicaragua	36	18
Niger	24	12
Nigeria	24	12
Norway	36	24
Pakistan (except as indicated)	24	18
Peshawar	24*	15
Lahore	NA	15
Palestine (UN Truce		
Supervisory		
Organization)	24	12
Panama (including		
Canal Zone)	36	18
Paraguay	24	18
Peru	36	24
Philippine Islands		
(except as indicated)	24	15
Mactan Island and		
Wallace Air		
Station	NA	13
Balanga area (Bataan);		
Laoag; Lubang;		
Mindanao; and		
Paracale (Luzon)	NA	12
Portugal	36	24
Puerto Rico	36	24
Ryukyus Islands (except		
as indicated)	30	18
Isolated areas	NA	12
Saipan	24	18
Saudi Arabia	18	12
Senegal	24	12
Singapore	36	24
Spain (except as indicated)	36	24
Alcoy, Constantina,		

Elizondo,		
Rosas, Villatobas		
and Zaragosa	30	18
Cartegena, El Ferrol,		
Guardamar del		
Segura and Soncesa	24	18
Santiago	NA	18
Balearic Islands,		
Gorremandi		
and Inoges	NA	15
Adamuz, Ciudad Real	NA	13
Suriman	24	18
Taiwan (except as indicated)	24	15
Isolated areas	NA	12
Thailand (except		
Bangkok/Don Muang)	NA	12
Bangkok/Don Muang	24	18
Trinidad and Tobago	24	18
Tunisia	24	12
Turkey		
Adana, Ankara,		
Cigli/Izmir,		
Golcuk, Istanbul		
Karamousal		
and Sile	24	18
Samsun	24	15
Trabson	NA	15
Other areas	NA	12
United Kingdom (except		
as indicated)	36	24
St. Mawgans (England);		
Londonderry		
(Ireland);		
Holy Loch,		
Machrihanish,		
Mormond Hill and		
Thurso (Scotland)	24	18
Upper Volta	24	12
Uruguay	36	24
Venezuela	36	24
Vietnam	NA	12
Virgin Islands	36	24
Wake Island	18	12
West Indies		
Anguilla, Antigua and		
Barbados	24	18
St. Lucia	NA	12
Yugoslavia	24	18

\* Dependents permitted only when Government quarters are available.

Destroyers ride at anchor in Malta's Grand Harbor in the Mediterranean.





As old years leave each New Year's Eve  
On warships everywhere,  
The OOD and his coterie  
Are tearing out their hair.

Brave Navymen, who could face wild  
wind  
Or battle and not turn a hair,  
Because of tradition, are in a condition  
Of something approaching despair.

The thing that they fear at the turn  
of the year  
Isn't grounding, or combat—but  
worse,  
The log entry for the watch midnight  
to four  
Must somehow be written in verse!

The rules don't call for rhyme at all;  
But Navy Regs (1037)  
Say in every log, from midwatch to  
dog,  
Certain facts must be given:

Ship's position, material condition,  
The state of weather and sea,  
Courses and speeds, ship's repair  
needs,  
Names of SOPA and OTC,

Number of ships in neighboring slips,  
How the vessel is moored—  
And a hundred and ten other facts  
must be in  
(Such as whether the captain's  
aboard).

It's never a light duty to write  
A good log in the best of conditions;  
So when men with the duty can make  
poems of beauty  
To keep up the Navy's traditions

We think that it's cause for a round  
of applause  
And a toast to years departed;  
So here are four of the best logs of  
yore  
(All written as '70 started).

If your '71 vessel's log was begun  
With a poem, send it in to ALL HANDS.  
We promise to print the best that are  
sent  
In these pages when this annum ends.

And now it's time to stop this rhyme;  
But while we've got your ear  
We'll wish all you in Navy blue  
The happiest New Year!

—ALL HANDS STAFF

# NAVY NEW YEAR'S LOG

## USS GARCIA (DE 1040)

*Here 'tis now a midnight dreary,  
As I wonder, weak and weary  
Over sea tales steeped in lore,  
Suddenly there comes a tapping,  
Louder now, that heavy rapping,  
Rapping on my watch shack door.*

*The Messenger who checked our moor,  
Tis he who raps upon my door;  
What does he speak of here and now?  
Our storm lines aft and from our bow,  
With six lines doubled; a standard moor.  
Port side to East side pier four.*

*Boston Naval Shipyard's dreary;  
Nearby Bean Town sure sounds cheery.  
But cordial was our welcome here  
And services come from their pier.  
Steam, water, and electrons ride  
Through snake-like lines that climb our side.*

*Conditions. We've got them galore.  
Our readiness is set at IV.  
With Yoke set tight throughout the ship  
So we won't sink inside this slip.  
Nearby are other ships so tall.  
U. S. Atlantic Fleet ships all.*

*But how to tell you of my plight?  
I've got to rhyme SOPA tonight!  
'Tis captain of the LEXINGTON.  
(I feel my task is almost done.)  
CVT-16 she be.  
A New Year's wish to you, from me.*

—LT R. T. SLOANE

## USS DURHAM (LKA-114)

*0000-0400 Quiet, as before  
And  
Still moored, here,  
Number six (6) pier.*

*Standard arms stretched  
Doubled Doubled  
Fore, fore and Aft,  
aft.*

*Holding tight  
Against  
The wind/against  
An instinct to move.*

*Hold tight while  
Umbilical lifelines  
Sustain heat, light  
Fluids, — life.*

*Other  
Gray bodies  
Huddle/are bound  
Together.  
In,  
for rest . . . pretty Hepburn  
In,  
for renewal . . . worthy Tico  
In,  
to die . . . rusting Kearsarge.*

*And silently she sits,*



Like a rock,  
Unmoving/unmoved  
By wind-driven waves, which  
Tease and taunt  
And slap  
Her indifferent sides,

Yet moving heavily,  
She moves  
To the larger swells,  
The more serious patterns  
Which make her breathe  
And tighten, and slack  
And tighten, and slack  
Her arms stretched, doubled,  
And fore, and aft.

White cell fittings,  
Which can seal  
Wounds  
And extinguish  
Blaze,  
Are  
Closed  
And humans,  
Which can  
Open  
Her eyes,  
Turn  
Her screws,  
Choose  
Her course,  
Await  
Her call

And ready,  
She  
Waits for  
SOPA,  
Eerie MINEPAC  
To light  
Two (2)  
Lanterns.

—LTJG R. A. FISHER, USNR

#### USS PARLE (DE 708)

The snow falls lightly this first night,  
As surprised snowflakes on our grey decks alight,  
Chicago sent,  
Mischief bent,  
They never expected a Navy ship to sight.

Securely moored to the basin wall  
With standard mooring lines, doubled all.  
No gale to fight;  
On this calm night,  
There is time to pause for one and all.

In the "Windy City" where the PARLE abides  
We plan for the winds and forget the tides.  
Spring lay wire  
Will not tire,  
So fore and aft the great rope rides.

The lights of the Loop light the sky in the West  
And all but the watch catch up on their rest.  
Condition V  
In the readiness jive,  
We're ready for any emergency test.

Material condition YOKE is set  
To prevent us all from getting wet,  
Should perhaps  
Grave mishaps  
Allow the lake through our hull to get.

Miscellaneous services we get from ashore  
Electricity for lighting and water galore,  
For washing  
And drinking  
And our deck scrubbing chore.

The RUNNER and SILVERSIDES, great subs of the  
past  
Share with us this port, probably their last.  
Merchant craft few  
Are docked here too,  
As SOPA, our captain, gets home at last.

Tonight passed a day, a decade, a year  
And we welcomed a future of promise and cheer,  
And hoped we'd see  
A world that's free,  
A world without malice, want or fear.

—LT C. W. JAGET, USN

#### FLEET TACTICAL SUPPORT SQUADRON 24

Rota, Spain

Here a little east of Cadi,  
On the central coast of Spain,  
We await the toll of Midnight  
In the gently falling rain.  
I'll tell you 'bout our TWENTY-FOUR,  
This night of New Year's Eve,  
Three birds of six are status up,  
Boss maint'nance earned his leave.  
Our Squadron's name is TACTICAL,  
Her surname is SUPPORT.  
Six men are on the Midwatch;  
The best to "Hold the Fort."  
Our home is here in Rota;  
There's two of us unique,  
One captain and one ensign,  
And in between it's bleak.  
A half O. M.'s at personnel's  
And safety has the rest.  
The enlisted men hold Rota;  
"Prepared" for any test.  
One Cee - Two - Ay is flying now,  
Don't sneeze when down below.  
Oops! Latest word is down again.  
Perhaps in seven - O?  
You see we're ready, standing by,  
For any task this night.  
Just these three spots for full recall  
Of men for any flight.  
So welcome in young Seven - O  
O'er land and sea and brine.  
A year begins, and know ye well,  
We're ready on the line.

—ENS J. M. WARD, USNR

# letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers-P31, Bureau of Naval Personnel, Navy Dept., Washington, D. C. 20370.

## Rec Funds for Scuba Divers

SIR: According to the *Special Services Manual*, recreation funds are specifically prohibited to support sky-diving, aero clubs and scuba diving.

This seems to conflict with an article I read in ALL HANDS which stated it was permissible for Navymen to use recreational facilities for scuba diving.

Can nonappropriated funds now be used to finance wetsuits, tanks or breathing apparatus?—J. D. T., CDR, USN.

• *The use of nonappropriated funds is authorized for diving gear used for recreational purposes except for the purchase, maintenance and recharging of underwater breathing apparatus and tanks. Funds are not authorized for the latter purpose because of the safety factor.*

*Although funds are not authorized for tuition at a diving school, you may use nonappropriated recreation funds to pay an instructor to teach scuba if it is an extension of your recreation program.*—Ed.

## Seal/UDT Training Info

SIR: I am interested in the UDT/Seal Program and would like a tour of duty in the Republic of Vietnam.

At the moment, however, I am stationed on board an oiler in the Sixth Fleet. I have learned quite a bit about the UDT/Seal Program but I would like your opinion on the chances of an enlisted man off a ServLant oiler getting into such a program.—M. L. B., SN.

• *We think you have a good chance if you qualify. There is a Navywide shortage of qualified UDT and Seal Team men so almost all qualified applicants are accepted and trained as soon as they are available for transfer.*

*To qualify, you should be between 18 and 31 years of age and be in good physical condition. Your GCT score should be 50 or higher and you should be medically and psychologically qualified for diving as outlined in BuMed Manual (Articles 15-30). You must also have 24 months of obligated service when you complete your training.*

*You can find the official word on how you should go about transferring and how to qualify for UDT/Seal work by checking CincLantFlt Notice 1500 of 29 Apr 1967.*

*For more information, you are invited to contact Course Director, UDT Basic Training Division, NavPhib School Little Creek, Norfolk, Va. 23521.*

*For Pacific Fleet personnel, CincPacFlt Inst. 1500.4 provides guidelines for application submission. For additional information, you may contact MOT/R Officer, Basic UDT/Seal Training Division, NavPhib School Coronado, San Diego, Calif. 92155.*—Ed.

## The Percentages of Pay

SIR: I served eight years on active duty, transferred to the Reserves for 19 months, and then reentered the service. After my reentry, my pay was adjusted to include the 19 months of broken service for longevity purposes.

If I serve 20 years' active service, day for day, will my retired pay be computed on the basis of 20, 21 or 22 years' service?—MMC W. B., USN.

• *It's hard for us to say without more facts. For instance, it makes a difference whether you've accumulated any constructive time, whether you joined on a minority enlistment, and so on.*

*So we'll give a conditional answer, assuming that you did not join on a minority enlistment and do not have any constructive time on your record. (Constructive time is the system by which you gain credit for a full enlistment if you reenlist up to three months early and receive credit for four years on a completed minority enlistment.)*

*Given these conditions, your percentage multiple will be based on 20 years' service, and your pay will be based on "over 22 years" for basic pay.*

*That may sound confusing. It isn't if you recognize that the percentage multiple and the rate of basic pay are two different factors, figured two different ways.*

*The percentage multiple is a percentage figure, not an amount of money. It is computed by multiplying 2% per cent times the number of years*

of active service, including constructive time. If you serve 19 years, six months, day for day, without accruing any constructive time, your percentage multiple will be 50 per cent.

Now comes the other factor—the rate of pay. This is the amount of basic pay you're entitled to at the time of transfer to the Fleet Reserve, and it's figured from your total service (active and inactive). In your case, the rate of pay would be based on 21 years, seven months—which translates to the rate of pay for over 22 years, since those seven months count as a full year for purposes of Fleet Reserve pay. Constructive time gained by reenlisting early does not count for purposes of figuring basic pay.

And finally, here's how you find out exactly what your Fleet Reserve pay will be: multiply the percentage multiple times the rate of pay.

For example, if you're a senior chief when you transfer to the Fleet Reserve on 20, your percentage multiplier will be 50 per cent and (in your particular case) your rate of pay is at the E-8 over-22 level, which is \$726. Fifty per cent of \$726 is \$363—so that's your Fleet Reserve pay.

For more guidance in this complicated subject, get together with your career counselor and the two of you consult Article 2630100 of the BuPers Manual. As long as you keep the two factors straight—percentage multiple and rate of pay—you shouldn't have any trouble.—ED.

## Two Flags, One Pole

SIR: The American Legion post I am a member of won the organization's national championship in baseball. We were given a flag, which we retain for one year, which has the name of our post, our emblem, and the words "National League Champions" on it.

Can this flag be flown under the American ensign on the same halyard and flagpole?—SM1 T. W. V., USN.

• Yes.

The Flag Code for the National Flag of the United States of America, Section 3, paragraph f, says: "When flags of states, cities, or localities, or pennants of societies are flown on the same halyard with the flag of the



**W IS FOR WOW!**—Miss Rosemary Joyce, 1970 New York City Summer Festival Queen, is given a first-hand lesson on how to send the letter W in Navy semaphore. Signalman 3rd Class Michael Mobley of the heavy cruiser USS Newport News (CA 148) had the pleasant duty of teacher on the ship's arrival in New York City in October.

United States, the latter should be at the peak." A similar rule is in the Navy's DNC 27(A), Article 110.h.

The championship flag you mention is in the same category as "pennants of societies." As long as the ensign is on top, you may fly both on one pole.—ED.

## Warrant Officer Appointments

SIR: According to Title 10 USC, Article 555 (b), "Appointments of regular chief warrant officers of the Army and the Air Force shall be made by warrant by the Secretary concerned. Permanent appointments of regular chief warrant officers of the Navy, Marine Corps and Coast Guard shall be made by commission by the President, by and with the advice and consent of the Senate."

So much for the background. Now

here are my questions: Do these rulings apply to temporary appointments as well as permanent appointments? And, does the difference in method of origin of appointment affect the relative rank structure between grades of officers of the various military services, as described in article 1304 of Navy Regulations?—LCDR R. P. S., USN.

• In reply to your first question, no. Temporary warrant officers are appointed under Title 10 USC 5596 (d), which states: "Temporary appointments in warrant officer grades under this section shall be made by the Secretary of the Navy under such regulations as he prescribes. Such appointments shall be made by warrant if in the grade of warrant officer, W-1, or by commission if in a higher warrant officer grade."



As outlined in the BuPers Manual (article 1020320), a male temporary warrant officer may apply for permanent appointment under Title 10 USC 555, after completion of three years or more service as a warrant officer (temporary).

With regard to your second question, the terms "temporary" or "permanent" have no bearing on precedence since precedence is according to the time each individual has served on active duty as a commissioned officer of the United States.

Let's clarify this further. The term "commissioned officer" (for the Navy and Marine Corps) means a member of the naval service serving in a grade above warrant officer, W-1. It includes, unless otherwise specified, a member who holds a permanent enlisted grade or the permanent grade of warrant officer, W-1, and a temporary appointment in a grade above warrant officer, W-1.—Ed.

## Who Has More Ships?

SIR: In the August edition of ALL HANDS you printed a letter from a chief in recruiting concerning the number of small craft the Army has.

I have encountered the same situation with the Army recruiter down the hall. He says the Army has more SHIPS than the Navy. According to him all ships being operated by the Military Sea Transportation Service and hundreds more in mothball fleets belong to the Army.

Would you care to comment on this again?—BT1 O. G. W., USN.

• Your Army friend either has some facts confused or has a high estimate of Navymen's gullibility. He's mistaken.

The Military Sea Transportation Service changed its name to Military Sealift Command on 1 Aug 1970—but it is, and has always been, part of the Navy and operated by the Navy. MSC, the executive agency charged with the responsibility of providing all sealifts for the Department of Defense, operates about 130 government-owned ships and 170 commercial ships under charter—the former assigned to the Navy and the latter under charter to the Navy. It also moves military cargo on regularly

## Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• USS Concord (CL 10)—The 25th annual reunion for former crewmembers will be held in Cincinnati, 7-11 July. James E. Ferguson, 5673 Surrey Ave., Cincinnati, Ohio 45211, has the details.

• VP-871—A reunion in Oakland 27 February will observe the 20th anniversary of the Reserve patrol squadron's recall to active duty for the Korean conflict. Inquiries should be addressed to Oliver L. Smith, 239 Croyden Dr., Pleasant Hill, Calif. 94523.

• USS Lexington (CV 2)—The 18th national reunion will be held in Pasadena 23-26 June. Former crewmembers may contact LCDR Walter D. Reed, USN (Ret), 5410 Broadway, Oakland, Calif. 94618, for information.

• USS Idaho (BB 42)—The annual reunion will be held in Long Beach 24-27 June. For details, former crewmembers may contact David C. Graham, Chairman USS Idaho Assoc., P.O. Box 11247, San Diego, Calif. 92111.

scheduled U. S. private shipping.

Many of MSC's ships (government-owned or chartered) are used to support Army missions—but none of them is owned or operated by the Army.

It may be that your soldier friend got the idea that MSTs (or MSC) ships belonged to the Army because of the agency's origin. When MSTs was established in 1949, its fleet was made up of 92 ships from the Navy Transportation Service and 115 ships from the Army Transportation Service; but it was then (and is now) a Navy agency, so the Army ships were turned over to the Navy at that time.

As for the ships in mothball fleets, the great majority belong or are assigned to the Navy or the Maritime

Administration.

To find out how many ships the Army really does have, we asked the Army's Materiel Command. The cognizant colonel there had this to say:

"Most of the Army's fleet consists of the smaller craft. However, we do have a few ships, primarily for coastal operations. There are 13 dry cargo and tankers in the category of 'ships' (a Navy term) in the Army inventory. Also there are a few ships on loan from the Maritime Administration that are used for training in cargo handling; these ships are not in commission.

"We still will not dispute that the Navy has more floating items than the Army."—Ed.

## Teacher-Wife Travel Overseas

SIR: My wife has a master's degree in mathematics and I understand that if she were a teacher in the Department of Defense School System, she could be assigned to an overseas school and I would travel on her orders rather than vice versa.

Is this true?—PH1 J. F.

• In a word: no. Your duty assignment is based solely upon your qualifications and the needs of the Navy. Your wife's status as a teacher in an overseas service-connected school would have no bearing upon the situation.

It is true that some wives who accompany their husbands overseas teach in Department of Defense dependents' schools. However, inasmuch as the teachers for any school year are recruited in the preceding spring, wives who arrive at their husband's overseas duty station at other times sometimes have to wait until a suitable vacancy arises.

As you might surmise, most teachers who enter the DOD Dependents School System do so as CONUS recruits. They are transported at government expense to their duty station and, if they have dependents, their employment depends upon the availability of housing.

If your wife were to follow this route to a DOD teaching job, however, the chances are remote that you and she would end up at the same duty station.—Ed.

SMSN William M. Colford



"Think you could fix the crest on my Navy ring?"

RMSN Wayne N. Moles



"So I tell this weird chick I'm not coming back and..."

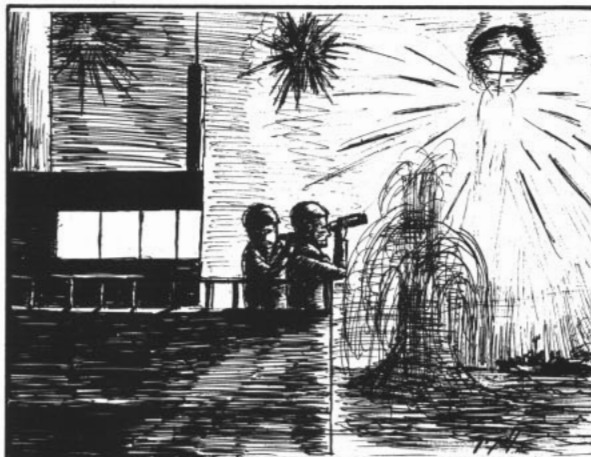
LT Robert A. Beaty



"When my detailer said he would send me South, I had no idea..."

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PMSN Steven M. Jay

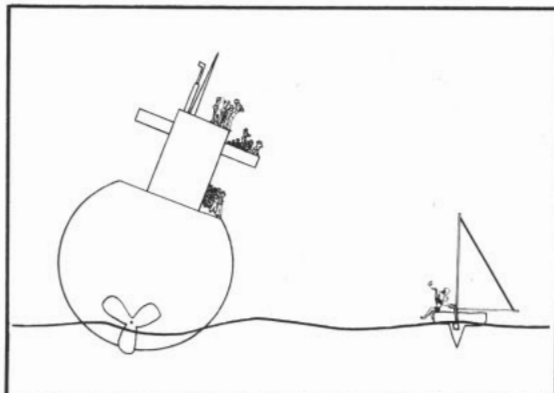


"You know, I think I left my car lights on!"



"Yes, Lieutenant, the hat with the 'Little Leaves' on the bill is better looking, but I think you had better buy the plain one."

YN3 Tracy E. Millis, Jr.



# TAFFRAIL TALK

"Ya see one sea bat, yuv seen 'em all."

The sea bat scheme, of course, ranks with the mail buoy watch, fathoms of water line, the bucket of steam and other such venerable naval icons as a favorite method for duping the green, gullible, wild-eyed sailor.

In most cases, the unsuspecting victim is directed to a cardboard box on the fantail where the jubilant captors have supposedly caged their prey. As the spectator bends over to look, he is confronted with an empty box and simultaneously greeted astern with the solid thump of a well-swung swab.

For whatever comfort it may offer to victims of the sea bat plot, some crewmembers of *uss Amphion* (AR 13) have discovered that the sea bat does indeed exist.

While *Amphion* operated at sea, DK1 John Hilbert and SN Willard Dunklee sighted and captured the bat while it was hanging upside down. The flying mammal was caged in a gallon jar in which, ensconced on a coathanger perch, it seemed content to munch raw hamburger for the two days before its sudden demise and solemn burial at sea.

★ ★ ★

Speaking of father-and-son stories . . .

Back in January 1942, Ensign Robert G. Black, USNR, reported aboard his first duty station: the submarine *uss Flying Fish* (SS 229). Ten years later, Lieutenant Commander Black returned to *Flying Fish* to assume his first command. Captain Black is now CO of the U. S. Naval Station San Juan, Puerto Rico.

In January 1971, after nuclear propulsion training, Lieutenant (jg) Robert G. Black Jr., USNR, is scheduled to report aboard his first duty station: the nuclear attack submarine *uss Flying Fish* (SSN 673).

★ ★ ★

The Annapolis weather station has returned to the Naval Academy after an absence of 18 years to begin a new chapter in a story that goes back to 1855.

The Annapolis station was first installed at the Academy in 1955, although there are some weather records from old Fort Severn that date from 1820-45.

In 1911 the station was placed on board *Reina Mercedes*, where the record high temperature of 106 degrees was recorded in 1918. In 1921 the station was moved across the Severn River to the Engineering Experimental Station where a record snowfall of 24 inches in 24 hours was noted three years later.

In 1934 officials installed the station on the roof of Luce Hall at the Academy and in that year a record low of -6 degrees was recorded. Seven years later the station was relocated at the former Naval Air Facility, where it remained until 1952.

Radio Station WNAV supervised the weather station from 1952-1962. It had been located in the local home of Mr. Arthur Miller until his death last year.

Last August, the Academy once again became the home of the station.

The weather instruments, furnished by the U. S. Weather Bureau, are read once a day and the information logged on a form that is mailed to the Weather Bureau each month. The data is then entered into official records.

*The All Hands Staff*

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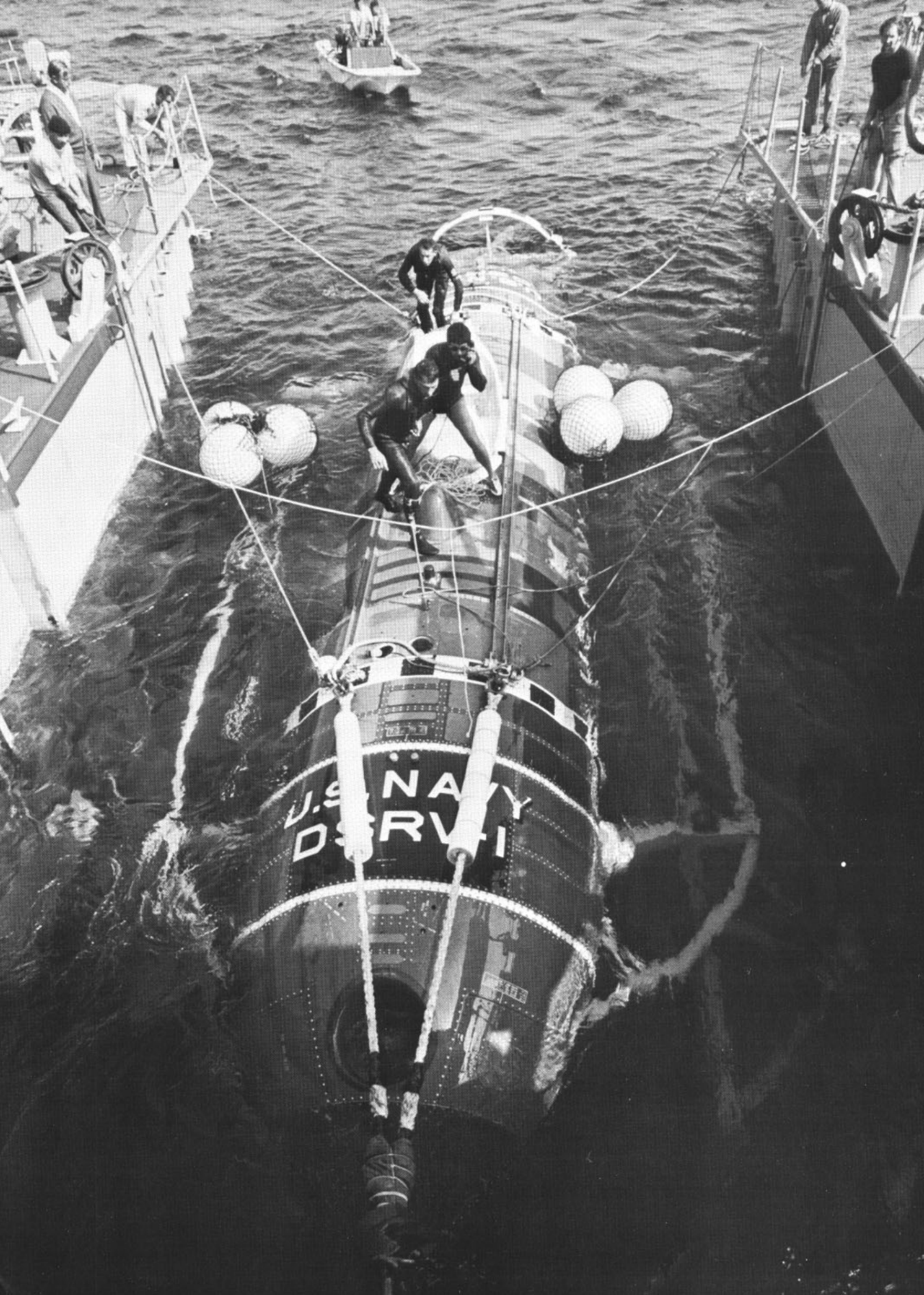
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● **AT RIGHT: FIRST DIVE**—The Navy's Deep Submergence Rescue Vehicle (DSRV) is recovered by its support ship off the coast of San Diego after making its first dive. The rescue sub, which is capable of removing 24 men at a time from a sunken, disabled submarine, stayed underwater for two hours, 45 minutes and reached a depth of 125 feet.





what's his line?



globetrotter